

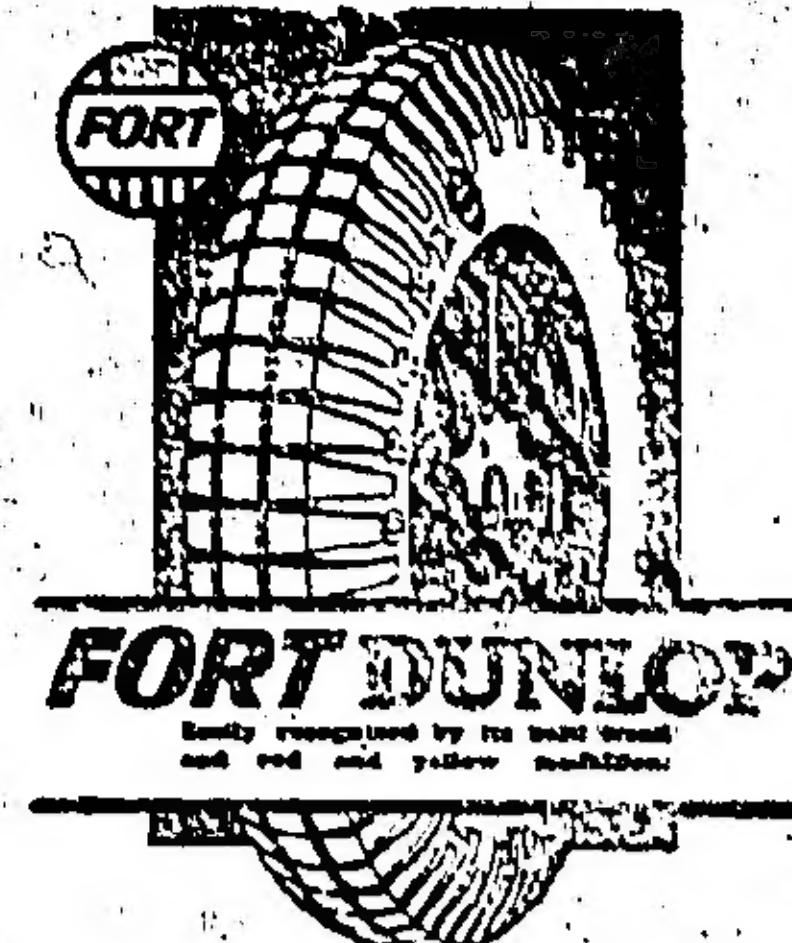
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# The Hongkong Telegraph

FOUNDED 1881 六拜禮 號六廿月七英港香 SATURDAY, JULY 26, 1930. 日一初月六閏 SINGLE COPY 10 CENTS

## ITALIAN QUAKE CASUALTIES.

LATEST REPORT SAYS 1,883 DEAD.

CONFLICTING REPORTS NOW EXPLAINED.

## BIG RELIEF PROBLEM.

Naples, July 25. The conflicting figures regarding the earthquake casualties, in which connexion the latest official returns say that 1,883 were killed, are explained by the number of dead who cannot be identified, and also by the number missing, some of whom may be either refugees or among the dead.

Numerous casualties were caused by the practice of Mediterranean peoples of placing large stones on the roofs of their houses to prevent fierce gales from carrying off the tiles.

These heavy stones, when the earthquake rocked the buildings, made the roofs crash in, burying the occupants.—Reuter.

### Re-Housing Problem.

Benevento, July 25. Thousands of homeless people are camping throughout the countryside, many clad only in their night attire. The problem of re-housing these people is a most formidable one.—Reuter.

### Villages Destroyed.

Rome, July 25. As far as is at present ascertainable, twenty-five villages have either been destroyed or badly damaged by the earthquake, of which nine are in the Province of Avellino.

The houses destroyed were not, generally speaking, of great value.—Reuter.

### A Further Shock.

Rome, July 25. A further shock at Ariano caused only one death, but it has renewed the state of panic and accentuated the tremendous relief problem.

The populace is disregarding Mussolini's edict against making charitable contributions. Offerings are steadily pouring in at the Prime Minister's office, and these have already reached over a million lire.—Reuter.

### King George's Sympathy.

London, July 25. King George has sent the following telegram to King Victor Emmanuel:—"I grieve to learn of the terrible earthquake in Southern Italy, resulting in serious loss of life and property, and I deeply sympathise with you and your people in this calamity."

King Victor, in reply, expressed gratitude for the message.—British Wireless.

### Visit by the King.

Naples, July 25. The news that King Victor Emmanuel's special train had entered the earthquake zone this morning spread like wildfire, despite the destruction of communications, the victims passing on the words "the King is coming."

There were very touching scenes of loyalty. For example, in many cases the red, white and green flag of Italy was improvised from coloured rags and hoisted on tents and huts where the sufferers are camping. The words "live the King" were written on the walls of huts and ruined houses in red dye extracted from crimson flowers.—Reuter.

### Destruction at Villa Nova.

Villa Nova, July 25. Altogether 250 bodies have already been taken from the ruins at Villa Nova. Over five hundred are injured. In the course of a 250 mile drive through the devastated area a correspondent saw village after village wholly or partly destroyed but the worst spectacle was at Villa Nova, where nearly every house was demolished. Shops, the palace of the Marquis de Villa Nova and the Church, were in ruins.

All survivors supplied with rations are camped in fields and soldiers are guarding the town, allowing no one to enter. Similar (Continued on Page 12.)

## THE DAVIS CUP FINAL.

AMERICA & FRANCE EACH WIN EVENT.

### COCHET DEFEATS LOTT

Paris, July 25. As a result of the first day's play in the challenge round of the Davis Cup Competition, the United States and France are level, each having won a singles. The match between Tilden and Borotra resulted in a win for the former by three sets to one, the scores being 2/6, 7/5, 6/4, 7/5. The Auteuil Stadium was packed when Tilden and Borotra began their match. The Frenchman played at the top of his form in the first set, but the American asserted his definite superiority thereafter, wearing down his opponent with his famous cannonballs, until the fourth set, in which Borotra, although almost collapsing, levelled up from 1/4 to 5/5. The Frenchman heroically stood up against the terrific drives, smashes and services of Tilden, but he had to concede the next two games and match.

### Cochet Beats Lott.

France turned the tables in the next match when Cochet beat Lott in straight sets, the scores being 6/4, 6/2, 6/2. Cochet's usual nonchalance caused misgivings among his supporters. He allowed Lott to lead by 4/3, in the first set, but the Frenchman's superb placing enabled him to take the lead at 5/4. Lott, by double-faulting, threw away the set after he had forced deuce in the next game.

The American was no match for Cochet's beautiful drives and half-volleys in the second and third sets.—Reuter.

## AIR RACE ROUND EUROPE.

### BRITISH ENTRANTS STILL IN THE LEAD.

London, July 25. Captain Broad, one of the British competitors, was the first to arrive at Vienna in the round Europe air race. Mr. Alan Butler, also in a Gipsy Moth, flew in a few minutes afterwards and he was followed by Mr. Thorn, half an hour later in his Gipsy Avian machine.

These three are still the leaders in the race. The other competitors have been held up at Pau since July 23 through bad weather, the conditions, including heavy rain, having made the contest extremely difficult.

It is pointed out, however, that speed only counts 200 out of the 500 points awarded in the contest which is largely a reliability test.—Reuter and British Wireless.

### PRINCE ABANDONS AIR TRIP.

### RETURNS AFTER GETTING HALFWAY.

London, July 25. H.R.H. the Prince of Wales left London to-day to fly to Carnarvon, to open the Royal Welsh Agricultural Show.

The visibility and other conditions were so bad that a landing was made in Birmingham, about halfway. After waiting two hours for conditions to clear, the Prince, on the insistence of the Air Ministry, abandoned hope of proceeding further and returned to London.

The Prince had never had to postpone or abandon an air journey before this week.—British Wireless.

### NATIONAL GALLERY TRUSTEE.

### PRINCE OF WALES ACCEPTS APPOINTMENT.

London, July 25. H.R.H. the Prince of Wales has accepted the invitation of the Lords of the Treasury to become one of the Trustees of the National Gallery, in succession to Sir Herbert Cook, whose term has expired.—British Wireless.

## TEST MATCH SCORE.

AUSTRALIANS 275 FOR SEVEN.

### BRADMAN CAUGHT

London, July 25. The new bowlers introduced into the English team for the Fourth Test Match which started at Manchester to-day kept the Australian scoring down and assisted considerably in the capture of seven wickets. At the close of play to-day, the Australians had made 275 for seven wickets, the detailed score being as follows:

AUSTRALIA. 1st INNINGS.  
W. M. Woodfull, st Duckworth  
b Tate ..... 54  
W. H. Ponsford, b Hammond ..... 83  
D. Bradman, c Duleepsinhji, b Peebles ..... 14  
A. F. Kippax, c Chapman, b Nichols ..... 51  
V. Y. Richardson, b Hammond ..... 1  
S. J. McCabe, l.b.w. b Peebles ..... 2  
W. A. Oldfield, b Nichols ..... 2  
A. Fairfax, not out ..... 21  
C. V. Grimmett not out ..... 21  
Extras ..... 24  
Total (7 wkt.) ..... 275

Fall of Wickets.

1 for 106 (Woodfull); 2 for 138 (Bradman); 3 for 184 (Ponsford); 4 for 189 (McCabe); 5 for 190 (Richardson); 6 for 239 (Kippax); 7 for 243 (Oldfield).

Before the match started it was announced that Goddard would be played in the English team instead of Robins, the side being:

Chapman, Duleepsinhji, Goddard, Peebles, Hobbs, Sutcliffe, Hammond, Tate, Leyland, Duckworth and Nichols.

The Australian team was announced as follows:

Woodfull, Ponsford, Bradman, Kipnax, Oldfield, Grimmett, Richardson, Wall, Hornibrook, McCabe and Fairfax.

Woodfull Wins Toss.

Australia won the toss and Woodfull elected to bat before a crowd of 20,000 in sunny weather. There had been no rain for twenty-four hours and the wicket had recovered from the drizzling it had received earlier. Woodfull and Ponsford opened for Australia and Chapman called upon Tate and Nichols to open England's attack.

The latter, finding no foothold at his bowling end, requisitioned sawdust.

The state of the wicket kept scoring at a very slow pace. Woodfull and Ponsford put up a solid defence and took no risks. The 50 went up in 85 minutes and it was 70 minutes before the first boundary hit was recorded.

Steady batting was maintained and the first change in the bowling was when Goddard came on. His spinners were respected but Woodfull and Ponsford were still together at the lunch interval when the score was 75 for nil, the captain being 37 and Ponsford 30. Up to this time there had been eight extras.

Bradman Caught.

Five wickets fell, however, before tea-time in 205 minutes. Tate separated the opening pair when from one of his fast ones Woodfull was taken behind the stumps by Duckworth. Bradman came out to join Ponsford who was still scoring nicely, but the wizard of the team did not stay long.

The Scotsman Peebles, who was included specially to get out Bradman managed to do the trick. He got him caught at the slips by Duleepsinhji and Chapman, the English skipper, was as pleased that he embraced Duleepsinhji. Bradman had contributed only 14 to the score, the second wicket falling at 138.

Ponsford was the next to go. He was clear bowled by Hammond after four innings of 83 compiled in 230 minutes. Ponsford hit five fours and went on to make the side's highest score after the slowest but surest start.

McCabe came out only to go back very quickly. After he had made four runs he was taken l.b.w. by Peebles, and Richardson's wicket fell for the second run. Richardson was clean bowled by Hammond after scoring a single.

(Continued on Page 12.)

## AERIAL RAID ON CHENGCHOW.

### RESIDENCES DESTROYED AND LIVES LOST.

### LEGATIONS AND WANG.

Peking, July 25. The destruction of thirty residences and the loss of 100 lives as a result of the sudden Nationalist air raid on Chengchow during the past three days is reported by the party of foreign and Chinese journalists who visited Chengchow and who returned to the city this evening.

It is understood that plain clothes Kuomintang troops have again made an appearance in Pangfow, a strategic position on the Tientsin-Pukow Railway between Nanking and Hsuehchow. Pangfow was greatly excited yesterday, but the Nationalist defenders eventually dispersed the raiders after a short encounter.

The Kuomintang raiders aimed to

destroy the railway to cut off the Nanking communication with

Hsuehchow and Tainan.

Heat Wave at Front.

The Nationalist and Shansi troops fighting along the Tientsin-Pukow Railway between Tainan and Tsinanfu have suffered greatly in the trenches as the result of a heat wave during the past few days. The Commanders of both sides are reverting to fighting in the evenings.

Japanese reports from Tsinanfu state that severe fighting is going on along the Tsinanfu-Kiaochow Railway with the Shansi forces claiming most of the victories. The Shansi vanguard is fast approaching Tsingchow, the Headquarters of the Nationalists under General Han Fu-chu. It is anticipated that General Han may abandon his present Headquarters and retreat further towards Tsingtao.

Legations' Attitude.

Mr. Chu Ao-hsiang, Acting Commissioner of Foreign Affairs of the Shansi Government, interviewed Mr. Wang Ching-wei yesterday afternoon on the foreign policy of the future Peking Government. Mr. Chu is quoted as saying that the Legation authorities in Peking are most sceptical over the return to politics of Mr. Wang Ching-wei on account of the latter's association in 1927 with the Communist Government in Hankow.

Mr. Chu Ao-hsiang believes that the Dutch and Japanese authorities in Peking have indicated a friendly gesture towards Mr. Wang Ching-wei and it is the intention of the Foreign Commissioner to arrange some meetings between Mr. Wang Ching-wei and the Legation officials, aiming at an amicable understanding.

After his meeting with Mr. Wang Ching-wei, Mr. Chu Ao-hsiang was interviewed by Chinese newspaper correspondents and said that Marshal Yen Hsi-shan agreed in all respects with the policy of Mr. Wang Ching-wei for the restoration of a constitutional Government in North China governed by and for the welfare of the majority of people in China.

Now that ZBW is putting on plays, married men will be able to have a few words with their wives, confident that passers-by will think they're hearing a wireless drama.

Talking of international concord, why doesn't Britain try to fix up some sort of parity with Bobby Jones?

We read that razor blades are being sold in a New York restaurant. The next step will be to serve shaving cream with the strawberries.

The way some Hongkong men tuck their napkins round their necks while at table you'd think they were never out of the barber's chair.

Whisky and soda taken through the night may not be the best thing for insomnia but it helps to make the time pass more pleasantly.

Some Hongkong girls cannot make the pastry her mother could make, but on the other hand some Hongkong men cannot make the dough her father used to make.

A good nickname for any taiwan is "appendix" for he is easily irritated and no-one knows what good he is anyway.

"Ludendorff" blames Charlemagne for the defeat of the Kaiser in the World War. He must have meant champagne.

Kowloon, sometimes called "the bedroom of Hongkong", should be the place to try out those new shorts and street pyjamas.

Loud noises often cause sudden death. The casualties must have been terrific after Mussolini's recent speechmaking tour.

## DERBYSHIRE BEAT SURREY.

### AN EASY VICTORY AT THE OVAL.

### RAIN INTERRUPTS COUNTY CRICKET MATCHES.

### GAMES ABANDONED.

London, July 25. Rain again interfered with the County games with the result that only one cricket match was fully decided. Derbyshire was the successful team, defeating Surrey by the comfortable margin of 199 runs. The outstanding batting performance was a 262 by Nichol of Worcester while six other batsmen made centuries.

Results in Brief.

Derbyshire beat Surrey by 199 runs at the Oval.

Warwick won on the first innings against Hampshire at Bournemouth.

Notts. won on the first innings v. Sussex at Brighton.

The match between Yorkshire and Northants was abandoned, not a ball being bowled and each team taking four points.

Kent beat Somerset on the first innings at Maidstone.

Lancashire won on the first innings against Essex at Leyton.

Middlesex won on the first innings against Warwick at Birmingham.

The Leicester-Glamorgan match was drawn.

The Honours List.

The principal batting and bowling performances during the matches which ended to-day are set out below:

Batting

Nichol (Worcester) ..... 262  
Cook (Sussex) ..... 137  
Payton (Notts) ..... 119  
Hulme (Middlesex) ..... 117<br

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### VERANDAH FALLS ON WATERFRONT.

#### TWO CHINESE STRUCK BUT NARROWLY ESCAPE.

A considerable hubbub was set up, shortly before 5.30 yesterday evening, by the collapse of a portion of the verandah of No. 144, Connaught Road Central, a corner building situated at the junction of Cleverly Street and the central waterfront.

Signalled as a "building collapse" in the preliminary report sent over the telephone to Police and Fire Headquarters, it attracted a considerable number of the personnel of the two Departments to the scene.

It was found that the corner section of the verandah structure at the angle of the building occupied by the East Asia Hotel had become partially detached from the main structure, the two topmost sections having collapsed and their debris being strewn over the roadway.

The tram-lines were blocked, and for a time trams ceased running while firemen got to work with picks and shovels, clearing a passage to enable resumption of traffic.

The mishap, which occurred at a point directly opposite the Po Tak Wharf, is traced to the direct work of the preceding night's storm. Exposed to the wind, and with the support sockets being apparently loosened by the attendant heavy downpour of rain, the collapse of this part of the building was presaged by a preliminary fall of bricks which came down at intermittent intervals.

Hearing the clatter of falling missiles, the people belonging to the provisions shop next door made a bolt, they say, into the rear portion of their premises, with the natural desire to get as far as possible out of range.

Five minutes later, they say, they heard a rumble, and discovered that the corner verandahs of the two topmost stories had come down.

#### Nearly Hit a Tram.

In falling, the debris missed an East-bound tram which had just turned the corner into Cleverly Street.

No casualties were caused, and it would appear that ample warning had been received by people using this very busy part of the waterfront from the preliminary shower of bricks.

Two folks belonging to a refreshment stall situated just round the corner in Cleverly Street, are stated to have had a narrow escape. They were caught under the fall of debris, but by pressing back closely against the wall, escaped the full weight of the falling material. They were seen by the shop people next door finally emerging from the heap, shaking the earth from their bodies, quite unscathed.

Collectively, it was but a small pile of earth and other material that after the collapse was heaped up by the shovels of the firemen to one side of the roadway. Spectators, however, continued to stay for some considerable time after the start of the operations, clustered thickly on a near-by water tank and on the decks and awnings of river-steamer.

The Inspector-General of Police (Hon. Mr. E. D. C. Wolfe) was present supervising operations.

Small Dwelling Collapses.

Also probably owing to the heavy rains, a small Chinese house

### ATTACK ON FORMER MASTER.

#### EX-EMPLOYEES ON SERIOUS CHARGES.

Eight men were brought before the Kowloon Magistrate on remand yesterday afternoon on charges of burglary, assault and in some cases of receiving stolen property, instead of the original and more serious count of armed robbery.

The men, including one who described himself as being only 15 years of age, were alleged by the prosecution to have broken into a hut in the Shamshui Po District during the night of July 1 and, armed with iron bars, committed an assault on two occupants. They later decamped, taking with them clothing and money to the value of about \$50. The two victims were removed to Hospital suffering from numerous injuries.

It was stated to the Police that some of the men had formerly been employed by the complainant who accordingly had them pointed out and arrested. The arrest of the remainder followed, part of the stolen property being found in their possession.

Detective Sergeant Meadows indicated to his Worship that it was the belief of the Police that the first four defendants had engaged the others to assist them to attack the complainant but that the hired men had not been reliable and had stolen a quantity of clothing.

His Worship, in convicting the first four defendants, and the boy of burglary, intimated that in the case of the former folks of the complainant they had to take their share of the burglary, but in passing sentence he would take into consideration the fact that the burglary was not a burglary in the ordinary sense of the word. The first four men were also convicted of assault. Another man was convicted of receiving stolen property, while two of the men were discharged on account of insufficient evidence against them.

The first four men were each given five months' hard labour on the two charges on which they were convicted while the boy was given four months, he having three previous convictions for larceny. The receiver was sentenced to six months' hard labour, he having a previous conviction for wounding in 1917, after which he served a term of banishment.

### MORE FOSSILS.

#### MR. ROY ANDREWS IN PEKING AGAIN.

Peking July 25.

Mr. Roy Chapman Andrews, who returned to Peking yesterday evening for another brief visit, reports that he left his expedition hard at work on a fossil deposit near the Outer Mongolian border, which had yielded very successful results, some very fine material having been discovered at a place where there were a number of shovel-toothed mastodons, traces of which had been found in 1928, evidently originally trapped in a bog. —Reuter.

situated at the Tit Hang Village, near Aberdeen, collapsed yesterday and a Chinese, the sole occupant, sustained injuries and was taken to hospital. The house, not numbered, was formerly used as a kiln, and had for some time been in a dilapidated condition.



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### OBITUARY.

#### DEATH OF YOUNG SCOUT IN HONGKONG.

After only a few months residence in Hongkong, Peter Dalziel, the 12-year-old son of the Chief Officer of the Huiyang, died at Kowloon on Thursday.

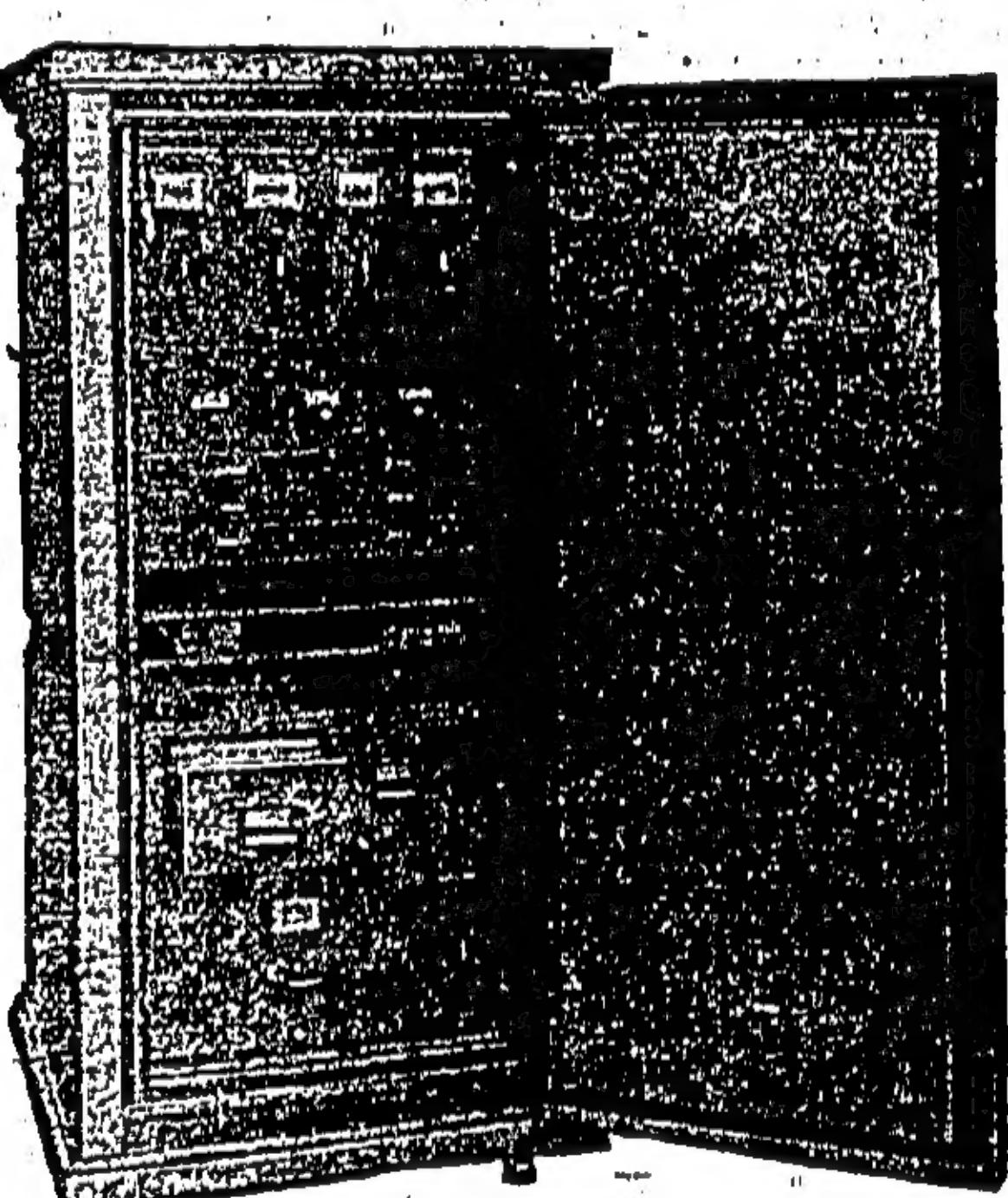
A popular member of the recently formed Kowloon Dock troop of Boy Scouts, Peter was an Australian and already popular with his fellows. His troop mates were well represented at his funeral at the Happy Valley cemetery yesterday morning.

#### Funeral of Late Mrs. F. H. W. Haynes.

Many mourners attended the funeral of the late Mrs. Magdalene Haynes, wife of Mr. F. H. W. Haynes, of Zetland Hall, caretaker of the Masonic Hall. She was buried at Happy Valley yesterday afternoon. Father R. S. Brookes was the officiating priest.

Among the many wreaths sent were those by the Armament Artificers of the R.A.O.C., the Chinese Clerical and Workshop Employees of that Corps and the United Service Masonic Lodge. Many representatives of the R.A.O.C., of which Mr. Haynes had been a member, were present, and others who were at the graveside included Colonel Stokes, Lieut. Mocklen, Messrs. E. C. Kerrison, P. Knight, A. Grimmit, T. Carr, S. Kelly, W. Hollands, J. Hollidge, M. Woods, A. Gillard, J. Smith, T. Fox, L. Whant, H. Hartridge and Mr. and Mrs. W. Bickford.

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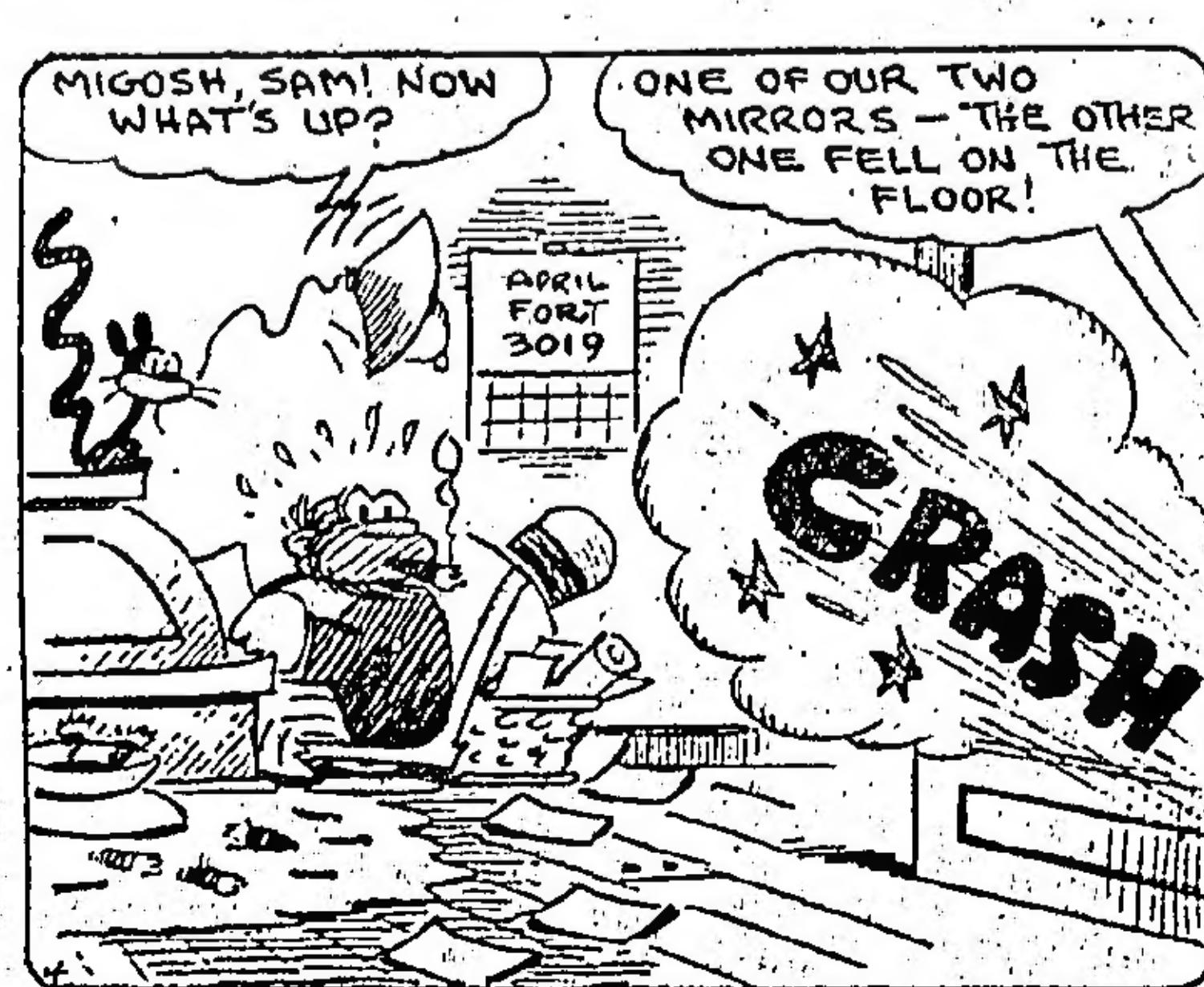
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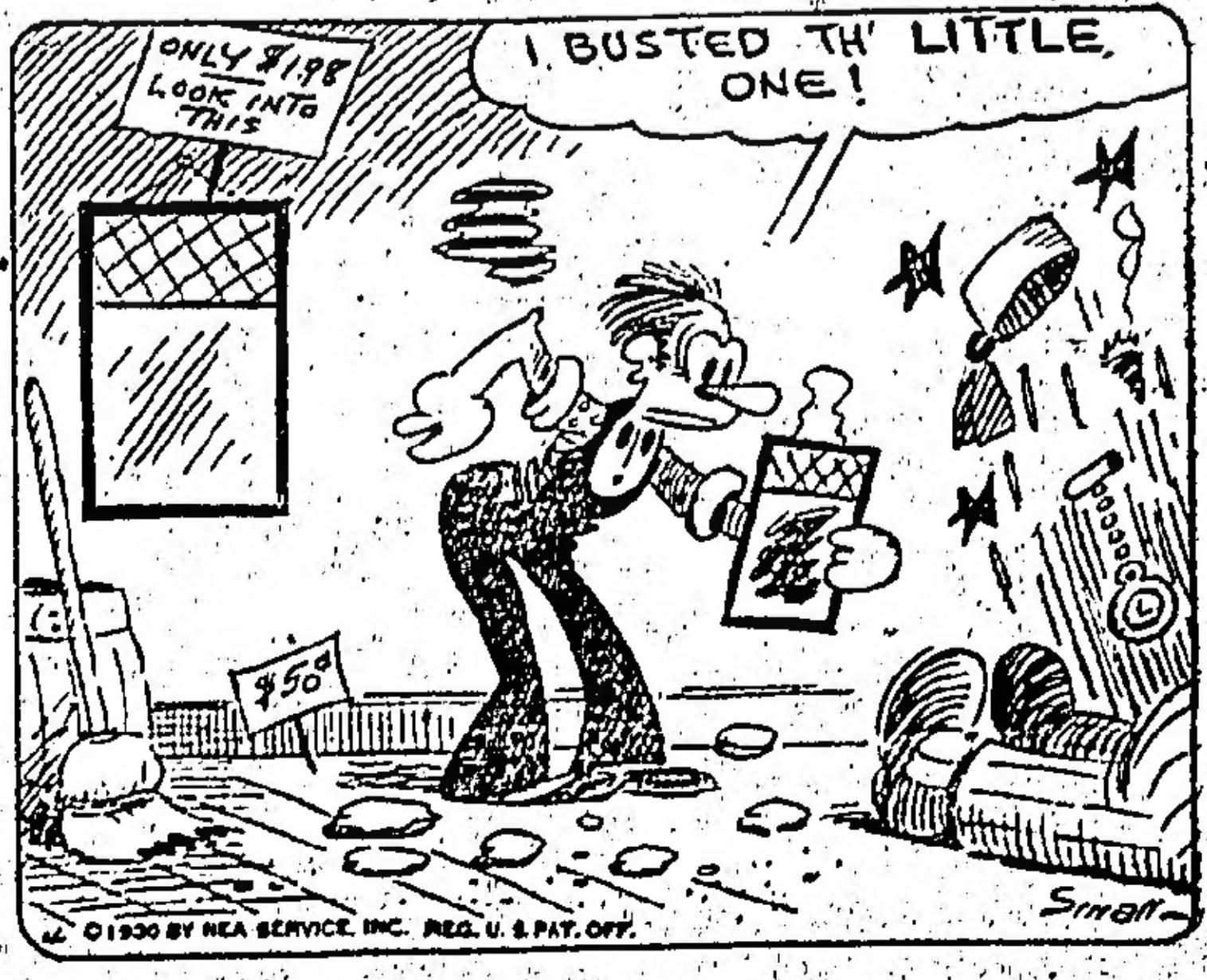
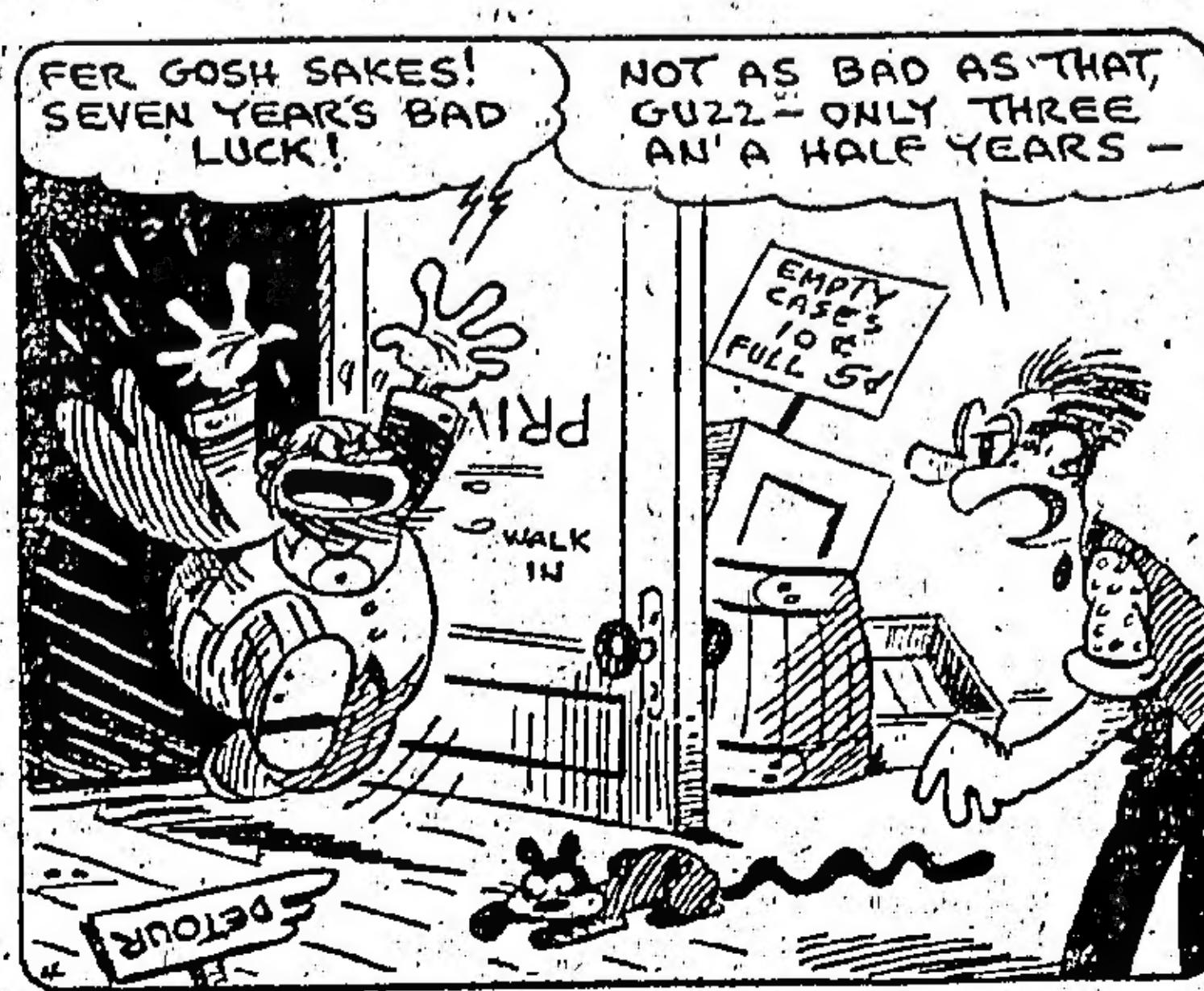
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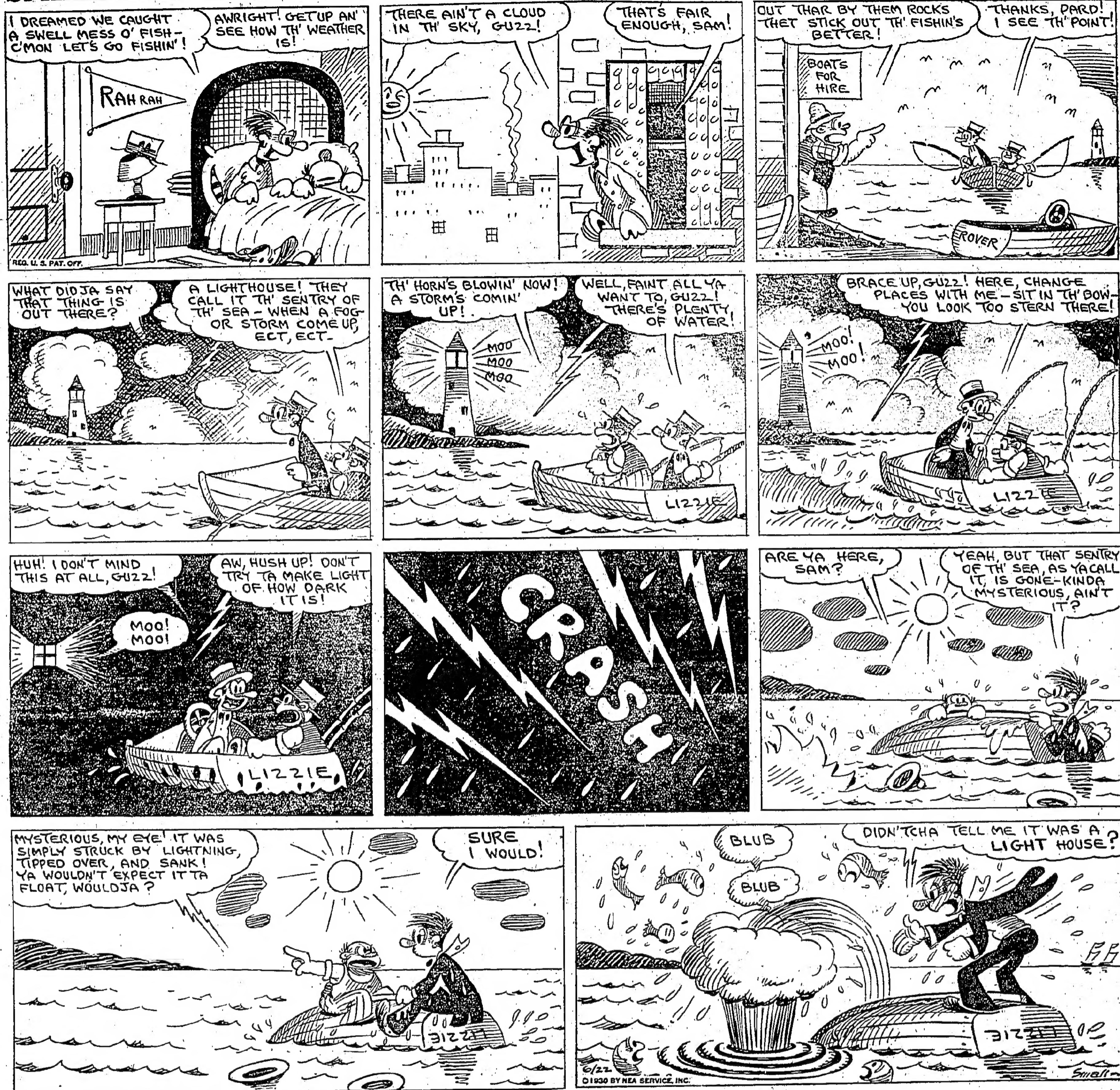
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605, 608, 618, 634, 638, 639, 642,  
650, 667, 671, 678, 683, 685.

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## CHURCH NOTICES.

## To-morrow the Sixth

## Sunday After Trinity.

## LOCAL SERVICES.

St. John's Cathedral, Hongkong. July 27th, 1930. Sixth Sunday after Trinity. Holy Communion 8 a.m., Holy Communion (Peak Church) 8 a.m., Children's Service 10 a.m., Mattins and Sermon 11 a.m., Preacher: The Rev. H. V. Koop. Evensong 6 p.m. Preacher: The Rev. E. A. Armstrong. Service of Prayer for the Sick every Wednesday at 10.15 a.m.

Wesleyan Methodist Church, Queen's Road, East. Sunday Services: Morning 10.15 a.m. Preacher, Rev. J. C. Knight Anstey. Evening 6.0 p.m. Preacher, Rev. J. C. Knight Anstey. Sailors and Soldiers Home. Sunday, 8.15 a.m. Service Men's Hour, Monday 3.0 p.m. Meeting of the Ladies Church Aid.

First Church of Christ Scientist, Macdonell Road, below Bowen Road Tram Station. Sunday Service 11.15 a.m. Subject "Truth." The Sunday School is held on Sunday Mornings, at 10 o'clock. Wednesday Evening Meeting at 5.30 p.m. Reading Room at above address open Tuesday and Friday, 10 a.m. to 12 noon. Monday and Thursday, 5.30 to 7 p.m. The Public is cordially invited to attend the services and visit the Reading Room, Branch of The Mother Church. The First Church of Christ Scientist, in Boston, Mass., U.S.A.

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AN INTERIM DIVIDEND of TWO DOLLARS per share for the six months ending 30th June, 1930, will be payable on FRIDAY, 8th August, on which date Dividend Warrants may be obtained on application at the Company's Office, 3, Chater Road.

The Register of Shares of the Company will be CLOSED from THURSDAY, the 31st July to THURSDAY, the 7th August (both days inclusive) during which period no transfer of shares can be registered.

By Order of the  
Board of Directors,  
L. S. GREENHILL,  
Secretary,  
Hongkong, 17th July, 1930.

## GUIDE TO THE COMPANIES' ORDINANCES OF HONGKONG.

In The Form of a Detailed Index  
(181 PAGES).  
COMPILED BY  
WALTER J. HAWKER, A.C.I.S.  
HONGKONG.

Below are some opinions by professional men who have been favoured with advance copies.

"I have tested it in several instances, and found that in each of those instances, the work fully meets the test."

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"The work is excellently conceived and very well worked out."

"Every solicitor, barrister and auditor and company secretary will find the work indispensable."

"I heartily congratulate Mr. Hawker on his work."

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## New Advertisements

## HONG KONG FOOTBALL CLUB.

The 43rd Annual General Meeting of Members will be held in the Board Room of Messrs. Jardine, Matheson & Co., Ltd. (by kind permission) on FRIDAY, 8th August, 1930, at 5.30 p.m.

W. PRYDE,  
Hon. Secretary.

## ST. STEPHEN'S COLLEGE.

School re-opens, and New Students received, at Stanley on September 1st, at 9.30 a.m. For Prospectus, apply to Mr. Li Hoi Tung, Messrs. Jardine & Co., 4, Queen's Road, Central, or The Wardens, St. Stephen's College, Stanley.

## NOTICE.

## CHINA PROVIDENT LOAN &amp; MORTGAGE COMPANY LIMITED.

The Transfer Books of this Company will be closed from Saturday, 9th, August, 1930, to Saturday, 16th August, 1930, both days inclusive.

By Order of the Board of Directors.

D. L. KING,  
Secretary.

Hongkong, 17th July, 1930.

## THE HONG KONG LAND INVESTMENT &amp; AGENCY CO., LTD.

To be sold in one Lot  
by  
Public Auction.  
on Friday,  
the 1st day of August, 1930,  
at 3 o'clock p.m.

by  
MESSRS. LAMMIER BROS.  
at their Auction Rooms,  
Duddell Street,  
Victoria, Hongkong.

For further particulars and  
conditions of sale apply to:

MESSRS. JOHNSON, STOKES &  
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Prince's Building, Hongkong.  
Solicitors for the Vendor

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MESSRS. LAMMIER BROS.  
The Auctioneers.  
Hongkong, 15th July, 1930.

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## PUBLIC AUCTION.

The Undersigned have received  
instructions to sell by Public  
Auction,

on Tuesday,

the 29th July, 1930,

commencing at 11 a.m.

at No. 339, Laichikol Road,  
2nd Floor.

A Quantity of Household

Furniture.

On View from Monday,

the 28th July, 1930.

TERMS:—Cash on Delivery.

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## BY ORDER OF THE LIQUIDATOR

## PUBLIC AUCTION.

of the following valuable leasehold property situate at Victoria, in the Colony of Hongkong, being All that piece or parcel of ground registered in the Land Office as Inland Lot No. 1664, together with the messuage, erections and buildings thereon known as No. 18 Po Hing Fong, Area 686 square feet. Crown rent \$1.00.

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or to  
MESSRS. LAMMIER BROS.  
The Auctioneers.

Hongkong, 15th July, 1930.

## SILKS.

Choose From these newly  
Arrived

125 Shades Printed Georgette  
Price from \$2.50 yd.

380 Shades Printed Crepe de Chine  
Price from \$2.00 yd.

85 Striped Spun Crepe  
Price from \$1.60 yd.

85 Shades Crepe de Chine  
Price \$2.25 yd. Double Width

165 Shades Georgette Crepe  
Price from \$1.50 yd.

165 Shades Spun Crepe  
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225 Shades Fuji Silk  
Price 75 cents yd.

325 Pcs Men's Silk Shirts  
Price from \$3.00

325 Pcs Men's Striped Shirts  
60 Different Stripes  
Price from \$3.25

220 Sets Men's Wassing Silk  
Pyjamas. From \$6.00

225 Sets Men's Striped Silk  
Pyjamas. From \$6.50

150 Sets Ladies' Crepe de Chine  
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85 Sets Crepe de Chine Emb'd  
Underwear (3 Pcs Set)  
Price from \$14.00 Set

Also

New Colours in Kayser  
Silk Stockings, Bridge Coats,  
Kimonos, Hour Coats, Capes,  
Shawls, always in stock

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## RADIO NOTICES

Individuals and firms are recommended to register their telegrams  
while addresses at the Radio Office. No charge is made for this.

## INWARD MAILED.

From Japan Shanghai and Europe via  
Siberia (London, 7th July). Hakusan Maru ..... July 26.

Shanghai and Swatow ..... Shantung ..... July 26.

(London, 3rd July). Jeypore ..... July 26.

Europe via Nagasaki (papers only). Suisang ..... July 26.

London 26th June). Pres. Van Buren ..... July 26.

Manila (San Francisco 27th June). Pres. Taft ..... July 27.

Straits ..... Atsuta Maru ..... July 28.

Shanghai and Swatow ..... Liuan ..... July 28.

U.S.A., Honolulu, Japan and Shanghai (San Francisco 4th July). Pres. McKinley ..... July 28.

Japan and Shanghai ..... Yokohama Maru ..... July 28.

Japan ..... Tjipanas ..... July 28.

Amoy and Swatow ..... Van Heutsz ..... July 30.

Japan ..... Nellore ..... July 30.

Europe via Suez (letters and papers, London 3rd July and parcels, 26th June). Kashmire ..... July 31.

U.S.A., Canada, Japan and Shanghai (Seattle 12th July). Pres. Jefferson ..... August 1.

Japan ..... Melbourne Maru ..... August 5.

Australia and Manila ..... Tanda ..... August 11.

## OUTWARD MAILED.

Registered and Parcel Mails are closed 15 minutes earlier than the time given below unless otherwise stated, and where mails are advertised to close at or before 9 a.m. registered and parcel mails are closed at 5 p.m. on the previous day.

For Japan ..... Date and Time.

Japan ..... Gangas Maru Sat., July 26, 1.30 p.m.

Fort Bayard ..... Wing Lee ..... Sat., July 26, 1.30 p.m.

Formosa ..... Kine Maru ..... Sat., July 26, 2.30 p.m.

Saigon ..... Hiddis ..... Sat., July 26, 2.50 p.m.

Tourane ..... Chung Kong ..... Sat., July 26, 5 p.m.

Hoioh, Pekhoh and Haiphong ..... Chengku ..... Sat., July 26, 5 p.m.

Straits, Ceylon, India, Mauritius, East and South Africa, Aden, Egypt and Egypt and Europe via Marseilles. Hakusan Maru ..... Sat., July 26, K. P. O.

Made from  
**ORANGES**  
AND LEMONS

WHAT COULD BE  
MORE HEALTHFUL?

Made from Fruit Juice, crushed from selected fresh tree-ripened fruit and cane sugar. No need to bother with home-made Squash.

Hygienic  
Because  
Machine  
Squeezed

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LEMON & ORANGE

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WATER

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13 Queen's Road Central  
Telephone C. 21877.

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IN MAGNUM BOTTLES,  
DELIGHTFULLY FRAGRANT  
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CIGARETTES

Skill and care have produced a cool and sweet smoking tobacco with a pleasing aroma and flavour.

MADE BY  
W.D. & H.O. WILLS, BRISTOL & LONDON

MISSIONARIES IN  
DANGER ZONES.

AMERICANS STILL IN  
THE INTERIOR.

Peking, July 25. The U.S. Legation has received a despatch from the Consul at Foochow, Mr. Muccio, reporting his arrival at Foochow bringing all the American missionaries from the rebel territory except the following—Mr. W. F. Cassidy, of the American Board of Missions, and one other, surrounded by Communists at Kienyang, and Mr. James Murphy, as well as the Rev. Mr. Curran and Rev. Mr. Black, remaining to assist them; Doctor Edward L. Ellis, and Dr. Walter J. Judd, who considered it safer to remain at their station than to leave through the bandit-infested area; Doctor Skinner and his wife, unable to leave because of their hospital being crowded with wounded soldiers; and Doctor Ruth Hemenway, too ill to travel but not regarded in immediate danger.

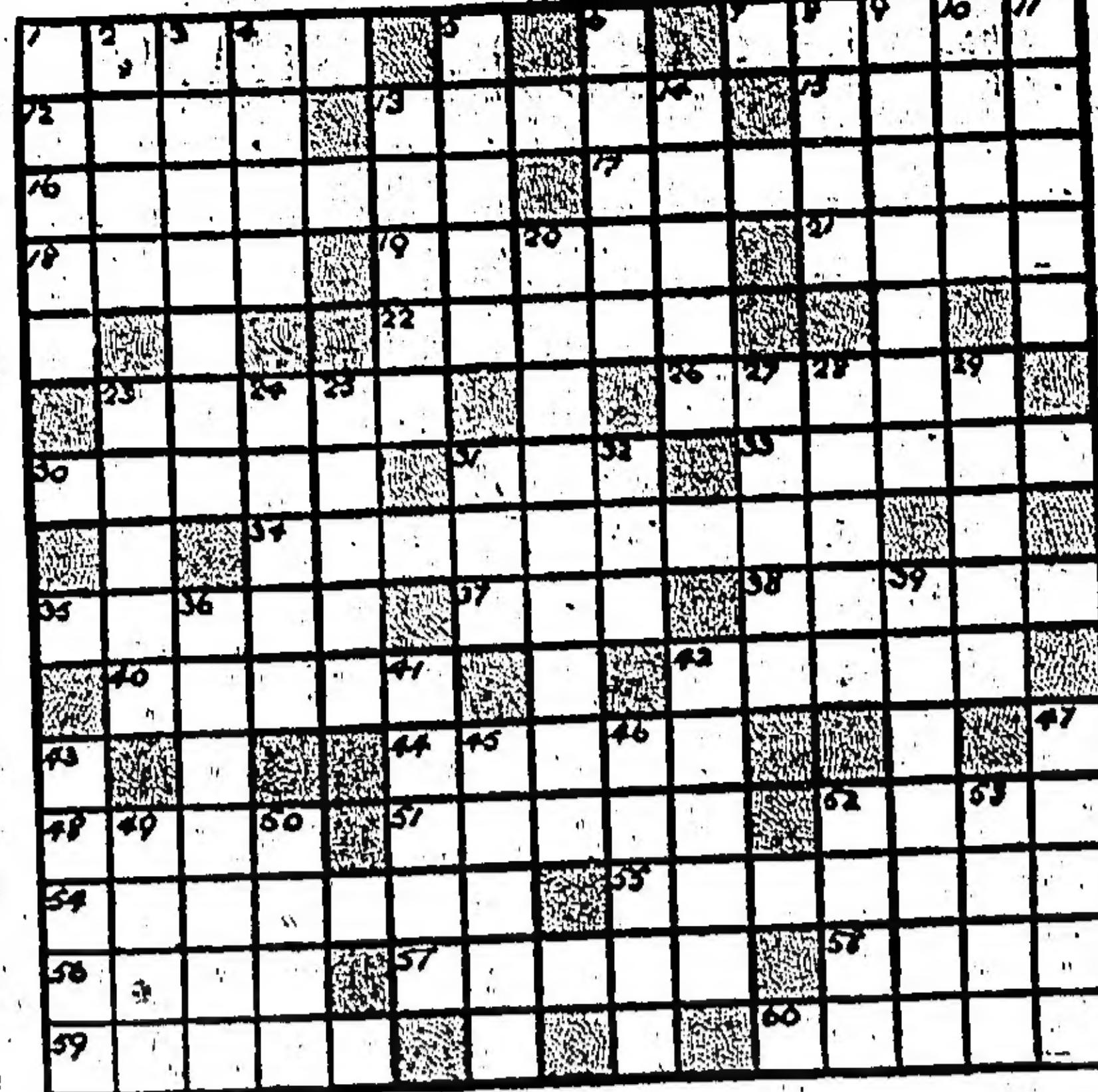
The Chinese Foreign Office is arranging to get into touch with Miss Barrett and about five other American missionaries stranded at Pochow.—Reuter.

The Hampstead police are investigating a robbery which took place at the residence of Mr. Pandelis, Compayne-gardens, Hampstead. Mr. Pandelis left home about ten-thirty a.m., and on his return found that a side door had been forced and a safe weighing about four hundred-weight was missing. The safe contained Turkish, Greek, and English bank notes to the value of about £300.

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**SHEWAN, TOMES & CO.**  
Sole Agents.



OUR BRITISH CROSSWORDS.

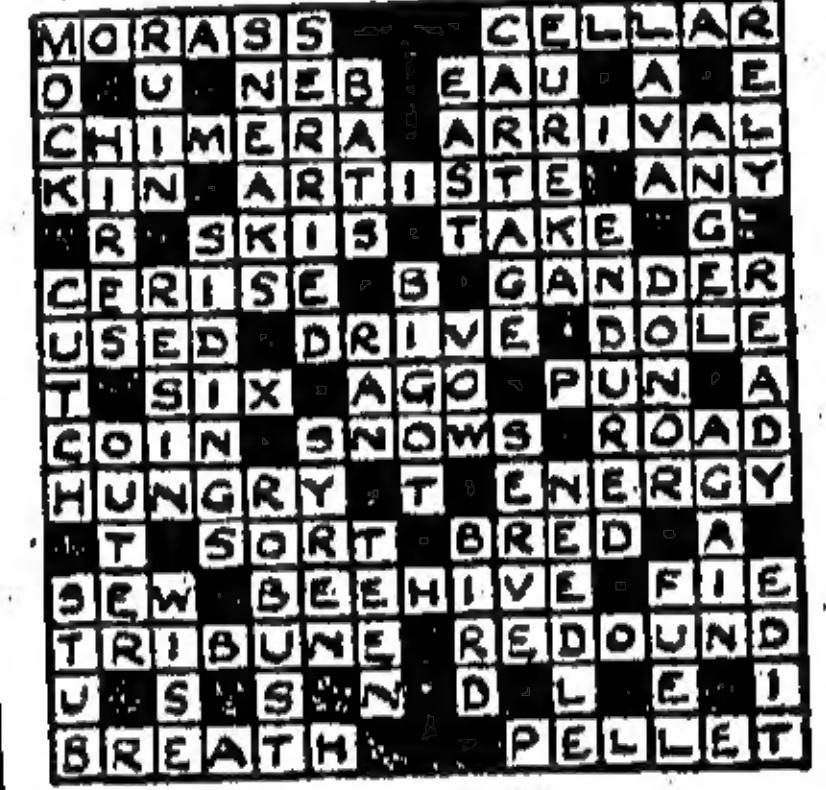


Across

- 1 Stop.
- 2 Perfume.
- 3 Smoking accessory.
- 4 Restore to perfection.
- 5 Sea-eagle.
- 6 An extra one.
- 7 Mysteries.
- 8 Headland.
- 9 Amphitheatre.
- 10 Part of ships rigging.
- 11 Animal of the desert.
- 12 Consecrated.
- 13 Transactions.
- 14 Sifter.
- 15 Bone of the body.
- 16 Pure.
- 17 Bearable.
- 18 Forest undergrowth.
- 19 Ask.
- 20 Shot from bow.
- 21 Situations.
- 22 Voice.
- 23 Long for.
- 24 Extra seed covering.
- 25 Irritated.
- 26 Edge.
- 27 Reprimanded.
- 28 Hothouse plant.
- 29 Beer.
- 30 Not over.
- 31 Lairs.
- 32 Glossy.
- 33 Class.

Downs

- 1 Smack.
- 2 Prong.
- 3 Disciple.
- 4 Fishing accessories.
- 5 Earth.
- 6 Middle.
- 7 Expression.
- 8 Sugar extract.
- 9 Insects.



**TRY**  
**MULLARD**

THE MASTER VALVE

BETTER  
Because  
of  
Filament

OBtainable at

**THE SINCERE CO., LTD.**  
SOLE DISTRIBUTORS.

By Blosser

FRECKLES AND HIS FRIENDS

???

WHERE IS IT!!  
OH, WHY SURE—SURE  
I GOT IT RIGHT  
HERE IN MY  
POCKET—  
YER.

THAT'S ALL RIGHT THEN—IF  
YOU'VE GOT IT I DON'T NEED  
TO SEE IT, BUT IF YOU DIDN'T  
HAVE ONE I'D HAVE TO  
HAVE A LOOK AT IT!!



## WATSON'S PURE CARBOLIC SOAPS

Highly recommended by the Medical Profession.  
Guaranteed to contain the amount of Pure Carbolic acid specified.

### 5 per cent. FOR TOILET USE

Price—\$1.50 per box 3 Cakes.

### 10 per cent. FOR THE BATH

\$2.50 per box of 3 Cakes.

### 20 per cent. MEDICAL BATH SOAP

95 cents per Cake.

You will enjoy a Most Refreshing and Luxurious Bath by using

### WATSON'S HOUSEHOLD AMMONIA.

A. S. WATSON & CO., LTD.  
THE HONG KONG DISPENSARY  
Established 1841.

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### NEW

## VICTOR RECORDS

### FOR

## JULY

## S. Moutrie & Co., Ltd.

(Victor Distributors)

CHATER ROAD.

## Sale of Shoes

Oddments in all Sizes  
to Clear.

Canvas from \$4.50

Kid from \$7.50

Evening Shoes

from \$7.50

## ODDMENTS TO CLEAR

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KIDDIES' SHOES.

Lane, Crawford, Ltd.

Ladies' Department.

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## STUDEBAKER

### SO LOW IN PRICE!

1924 ...Light Six \$1,045  
1925 ...Standard .. \$1,125  
1926 ... .. \$1,145  
1927 ... .. \$1,180  
1928 Director Six \$1,195  
1929 ... .. \$8,995

### AND NOW A NEW

## STUDEBAKER SIX

### 10.0. Factory \$895!

—70 Horse-Power

114" Wheel Base

4-Wheel Duo-Servo Brakes

Ride in this new Studebaker  
and know its Big Car Value!

The Hongkong & Shanghai  
Hotels, Ltd.

## The Hongkong Telegraph.

SATURDAY, JULY 26, 1930.

## THE CHINA OUTLOOK.

The arrival of Wang Ching-wei in Peking increases the interest which is being centred on the developments occurring in the former capital. Not the least intriguing suggestion is that the new Peking Government should conclude an alliance with the young ruler of Manchuria, but it will be cause for surprise if General Chang Hsueh-liang has anything to do with Peking affairs at this juncture. The transport war between the railways and the companies operating large fleets of road vehicles promises to develop on highly interesting lines for the road companies are now endeavouring to steal the freight business from the railways. Although nominally owing allegiance to Nanking, he has so far managed to keep out of the fray, and we imagine that he will be content to remain neutral until the position becomes much clearer than it is at the moment. Although a rather inexperienced young man, he no doubt feels that his safest policy is to remain aloof as the head of the outer Provinces. Wang Ching-wei and the others who represent Nanking, rule would without question like to have Chang Hsueh-liang on their side, if only for the purpose of embarrassing the Central Government and making their hold on Peking and Tientsin more secure.

The career of Wang Ching-wei has been a rather chequered one, and not the least surprising development in it is that he should now be associated with Marshal Yen Hsi-shan. A loyal disciple of Sun Yat-sen, Wang Ching-wei was for many years closely associated with Wu Han-man in the Nationalist movement; indeed, these two were for many years regarded as the two leading spirits thereof. Latterly, however, they have drifted apart, Wang joining the Left wing of the Party, with Wu in the opposite camp. Thus, whilst we have Wang issuing statements denouncing the Nanking Government and its policies, we find Wu criticising his former friend for associating with the Peiyang clique, contending that the Kuomintang should be quite independent of the scheming of militarists. The criticism goes further and even accuses Wang of seeking to destroy the integrity of the Kuomintang. We must, of course, make due allowances for the respective positions in which these two former co-workers in the Nationalist cause now find themselves. When we come to look at the varied interests represented in the new Peking movement, it is clear that

there will be difficulties ahead in preserving anything like continued cohesion. Yen Hsi-shan is known for his conservative outlook, and he can have little in common either with Feng Yu-hsiang or Wang Ching-wei. He has a record of nearly twenty years' peaceful rule in Shansi, and is widely known and quite popular in the North. But to the Southerners he is merely a name, and it is probably this fact which has caused him to link up with Wang Ching-wei.

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The forthcoming wedding is announced of Dr. Edward Law, No. 1B, Dragon Terrace, Hongkong, to Miss Phyllis Viola Ho, No. 42, Kennedy Road, Hongkong.

The King's Exequatur empowering Mr. George Bliss Lane to act as a Vice-Consul for the United States of America in Hongkong has received His Majesty's signature.

The hearing of the case against

24 Chinese, charged by Chief

Inspector Reynolds with being

members of an unlawful society,

was to-day fixed for next Saturday.

His Majesty the King has ap-

proved the appointment of the Hon.

Mr. B. D. F. Beith to be an Un-

official Member of the Legislative

Council, vice Mr. A. C. Hynes re-

signed.

It is notified that the names of

the Great, we are told, no courtier

dared to praise the monarch as

a soldier. He knew he was an

excellent general, he wanted to

be more than that. The way to

win his favour was to praise him

as a literary man. If you had

requested his opinion on Voltaire

he would have rejoiced a hundred-

fold more than if you had saluted

him as the Alexander of his day.

In the court of Frederick the

Great, we are told, no courtier

dared to praise the monarch as

a soldier. He knew he was an

excellent general, he wanted to

be more than that. The way to

win his favour was to praise him

as a literary man. If you had

requested his opinion on Voltaire

he would have rejoiced a hundred-

fold more than if you had saluted

him as the Alexander of his day.

After a few strenuous ex-

periences of this kind, I begin to

see that I must map out a sphere

for myself and defend it and stick

to it. I must believe that even

though I cannot carve ship models,

and politics, I can do something.

I can concentrate on a few humble

efforts and make a contribution to

my world and be happy in it

all!!

Perhaps the wise Greek had seen,

when he taught, "Know thyself!"

that the way to contentment was

not by craning our necks after

somebody else nor by struggling

to be what we are not, but by

realizing one's highest own self

as the approach to happiness, and

that one realm of activity can

bring as much as any other.

Apparently this is the point of

the French scholar, D'Imiet: "We

are constantly tempted to ex-

aggerate our inferiority. We look

at the busts of the great

musicians or of the great

philosophers; we notice the

powerful brows, the searching

eyes; we glance at our mirror

and the consciousness of belong-

ing to another race weighs us

down. We read the lives or the

letters of the exceptional men;

we are not surprised to see them

saying about themselves things

which we should be ridiculous

even to think about ourselves.

It is dangerous to place these

men on pedestal and to adore

phantasm in their shape."

A little common sense and self-

assertion was Abraham Lincoln's

solution. He was driving a two-

horse team along a road heavy

with Illinois mud, so Mr. Sand-

(Continued on Page 7).

## DAY BY DAY.

BELIEVE IN YOURSELF, AND THE  
WORLD IS BOUND TO BELIEVE A LITTLE  
IN YOU.—R. E. S. Speider.

Tenders are being invited for the  
construction of latrine and urinal  
at Davis Street.

It is declared by order of His  
Excellency the Governor-in-Council  
that Holo is a place at which an  
infectious or contagious disease,  
namely, cholera, prevails.

The forthcoming wedding is an-  
nounced of Dr. Edward Law, No.  
1B, Dragon Terrace, Hongkong, to  
Miss Phyllis Viola Ho, No. 42,  
Kennedy Road, Hongkong.

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After a few strenuous ex-

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# Hongkong Telegraph.

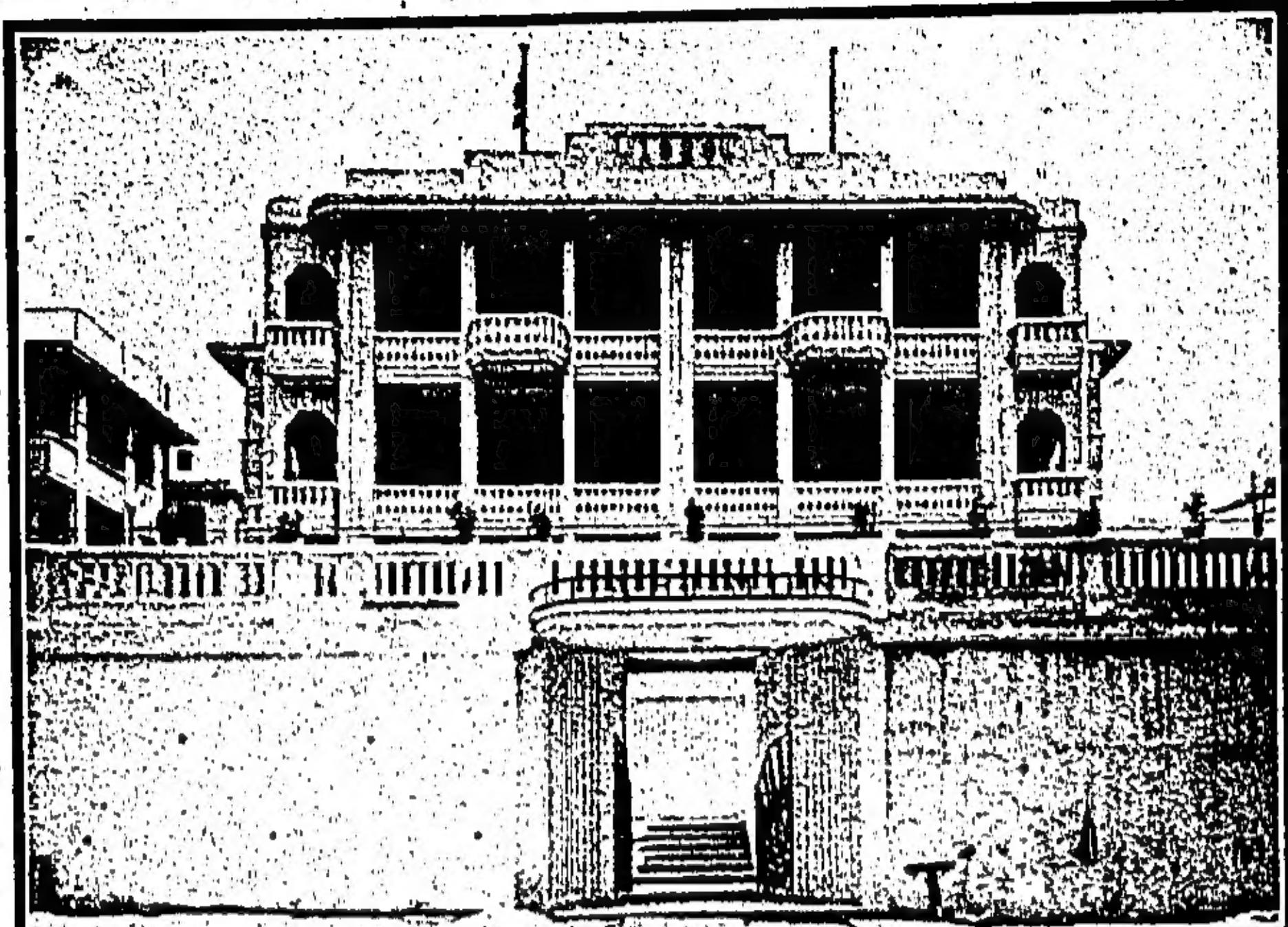
## Pictorial Supplement

July 26th, 1930.

STUDEBAKER

"THE OUTSTANDING VALUE  
IN MOTORDOM"

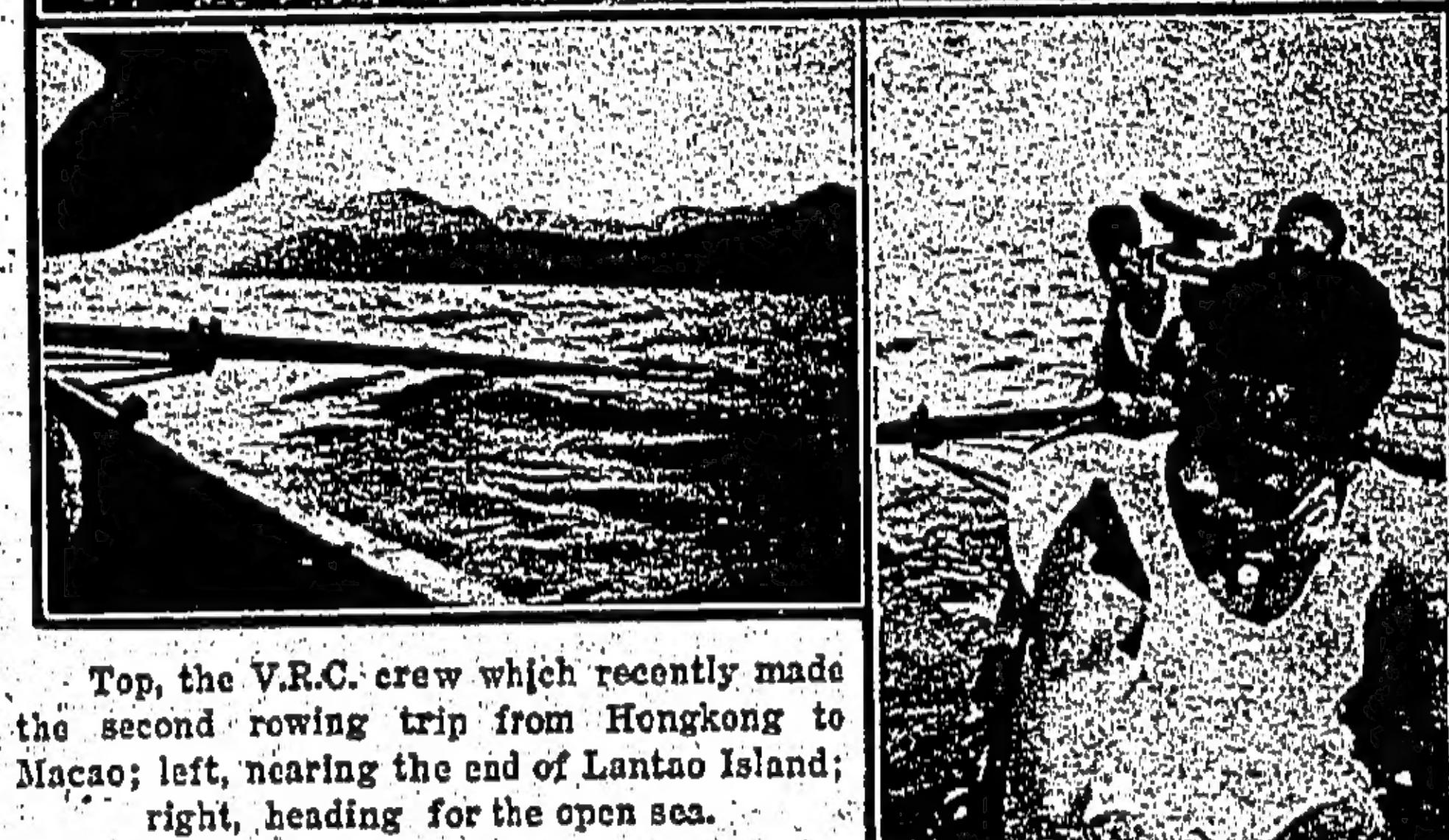
HONGKONG HOTEL GARAGE.



An exterior view of the Hotel Claremont, situated at Austin Road, opposite the Kowloon Cricket Club. This commodious new building has just been completed.



Here is another picture of the Hotel Claremont, in Kowloon, which provides accessible accommodation to permanent residents and visitors. It is entirely under European management.



An interesting group taken at the recent wedding of Mr. Leung Shung-hing and Miss Chu Shuk-king, showing the bride and bridegroom, together with bridesmaids, groomsmen, flower-girl and page-boy. (Photo: Mee Cheung).



His Excellency the Governor (Sir William Peel), snapped with the Rev. A. D. Stewart, on his arrival at the St. Paul's College bazaar, which he opened on Friday of last week. (Photo: Mee Cheung).



Mr. Bakaleinikoff, manager of the "Montmartre Follies" who are soon to appear at the Queen's Theatre, Hongkong. He is well-known throughout the Far East.



The Olympic Trio, of the "Montmartre Follies"—V. Volkova, S. Toropoff and Goncharoff—whose dancing has delighted Shanghai audiences.



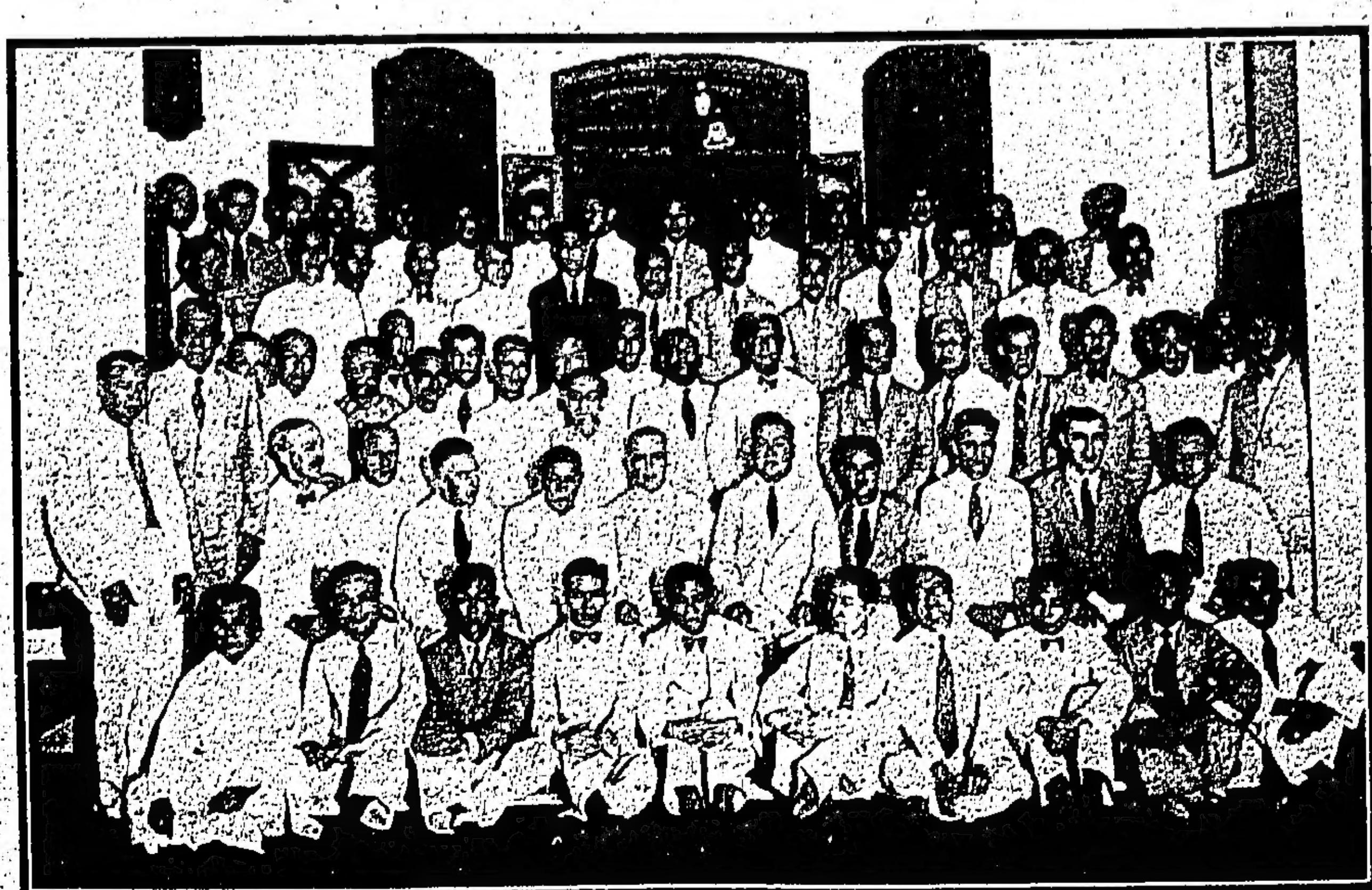
This snapshot, taken at the St. Paul's College bazaar, shows, right to left, the Rev. A. D. Stewart, H.E. the Governor, Lady Peel and the Hon. Dr. S. W. Tso. (Photo: Mee Cheung).



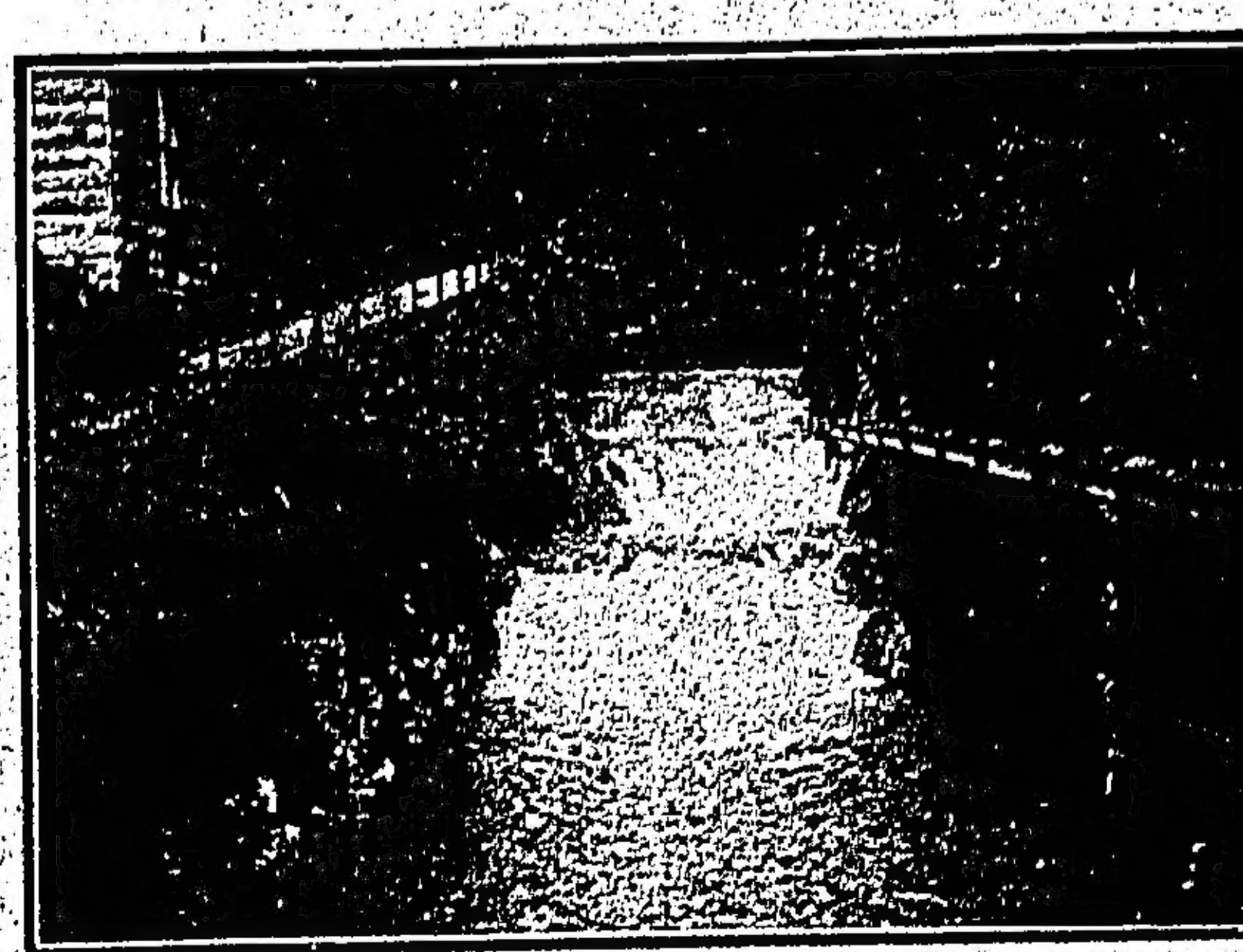
Miss Tassia Goldin, characteristic dancer of the "Montmartre Follies," who shortly appear at the Queen's Theatre.



This flashlight photograph was taken at a farewell social in Union Church, Kowloon, given to Mr. and Mrs. G. T. Layton and their children on their departure for home after three years in the Colony. (Photo by T. R. Ingram).



Some of the staff of the Hongkong and Shanghai Hotels, Ltd., who entertained Mr. J. H. Taggart (seated in centre of second row) at the Tung Yat Restaurant, West Point, recently, prior to his departure on leave. (Photo: Mee Cheung).



This photograph shows water pouring into the Kowloon Reservoir from the Shatin ridge. It was taken on Monday, when the full benefit of the recent rains was felt. (Photo: Mee Cheung).



The Chinese Athletic Division of the St. John Ambulance Brigade, which won the championship shield at the Brigade's recent annual aquatic sports. (Photo: Mee Cheung).



## Building-up M Energy and Robust Health



ERRY and happy—full of energy and rumping fun—every father and mother delights in this evidence of glorious and health.

The energy and vitality children are so prodigal in spending have to be made good from the energy creating elements to be obtained only from nourishment. The children are growing—physically and mentally—and nourishment is essential for healthy growth

During the growing years of childhood more nourishment is necessary than ordinary food contains. Children need "Ovaltine" as their daily beverage. For this delicious food beverage supplies concentrated nourishment in an easily digested form.

"Ovaltine" is prepared from the richest of Nature's tonic foods—malt, milk and eggs. It contains a superabundance of the nutritive elements which build up brain and body and create energy and vitality.

Make "Ovaltine" your children's daily beverage. Note their increased energy and vitality, and see on their cheeks their glow which comes only from the enjoyment of perfect health.

Children specially need "Ovaltine" at the beginning of the winter. It will build up a rich reserve of health and energy—thus enabling them to resist colds and epidemic infections, and keeping them in robust health in spite of unpleasant winter conditions.

## 'OVALTINE' TONIC FOOD BEVERAGE

Builds-up Brain, Nerve and Body

[A.P.B. 13]

### GRANDSON OF THE KING.

#### To Enter the Navy in Due Course.

London, June 20.

The Honourable Gerald Lascelles, playing around the gardens of Hardwood House with his elder brother, George, Lord Lascelles, may not be thinking much about it, but, so far as his parents and grandparents can arrange it, his future career in life has all been marked out for him.

And that is rather important, for the good-looking, lively six-year-old boy is the son of Princess Mary and Viscount Lascelles and grandson of King George and Queen Mary.

Will be a Sailor.

Gerald is to go into the Navy, and thus follow the family tradition on his mother's side. When King George was only Prince George, and an elder brother, the Duke of Clarence, was heir to the British crown, he chose the navy

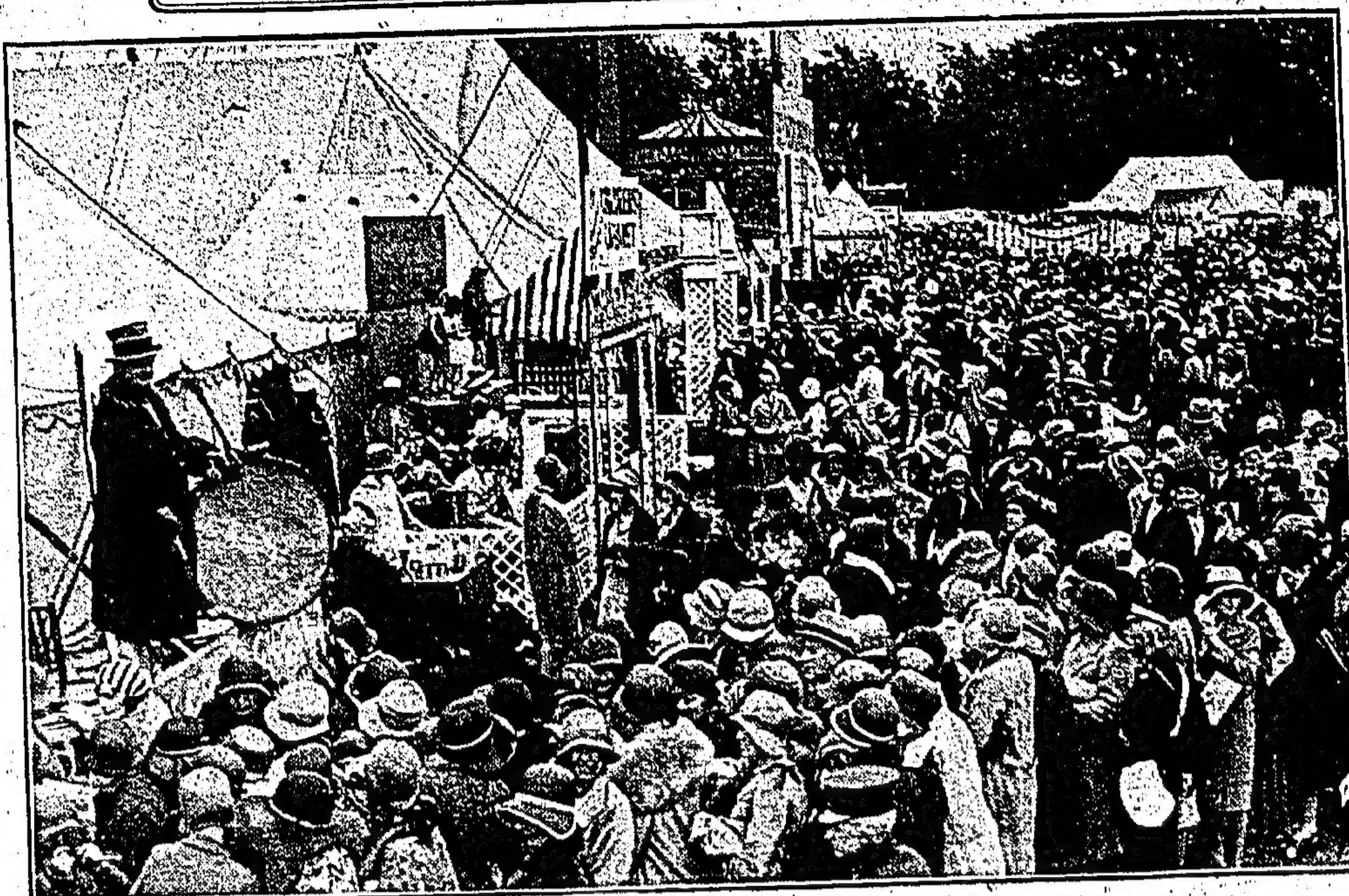


as his career. He loved blue water and loved ships. He expected to spend his life in the navy.

Then his brother died, he became the heir to the throne and that changed everything. But to this day King George is never happier than when aboard a warship. He sent three of his sons to the naval college at Dartmouth—the Prince of Wales, the Duke of York and Prince George.

After the Prince of Wales had graduated from Dartmouth and served for some time as a junior officer in the navy, he then went into the army for a period, so that, as heir to the throne, he would know both great services from the inside. The Duke of York did not stay in the navy long, taking more interest in the Royal Air Force. Prince George, like his father, decided to make the navy his career in life. He actually served both in West Indian and Chinese waters, but

### A THEATRICAL GARDEN PARTY.



A general view of the annual Theatrical Garden Party recently held at Chelsea. There were many amusing side-shows run by members of the profession. The queue in the foreground is waiting admission to Sir Gerald de Maurier's production "Grand Giggle," written by Mr. Edgar Wallace. (Times copyright).

some months ago was reluctantly compelled to retire because of continued ill health.

Gerald Lascelles will thus join a service whose roll books are studded with the names of his royal kinsmen. The British Naval College takes youngsters at the immature age of 13. The idea is to form their character while they are still pliable and impressionable and put the stamp of the navy upon them, teaching them self-reliance, initiative and all the qualities that make for the leadership of men in times of emergency and danger.

As a pupil at Dartmouth Gerald will have no special privileges from his instructors and no special consideration from his fellow pupils. His royal uncle, the Prince of Wales, when at Dartmouth, was quickly and irreverently nick-named "the Sardine" by his fellow pupils because of his small and slender figure. His

other royal uncle, Prince George, when a young middy on a warship, was often told "Hop it, George" by his superior officers.

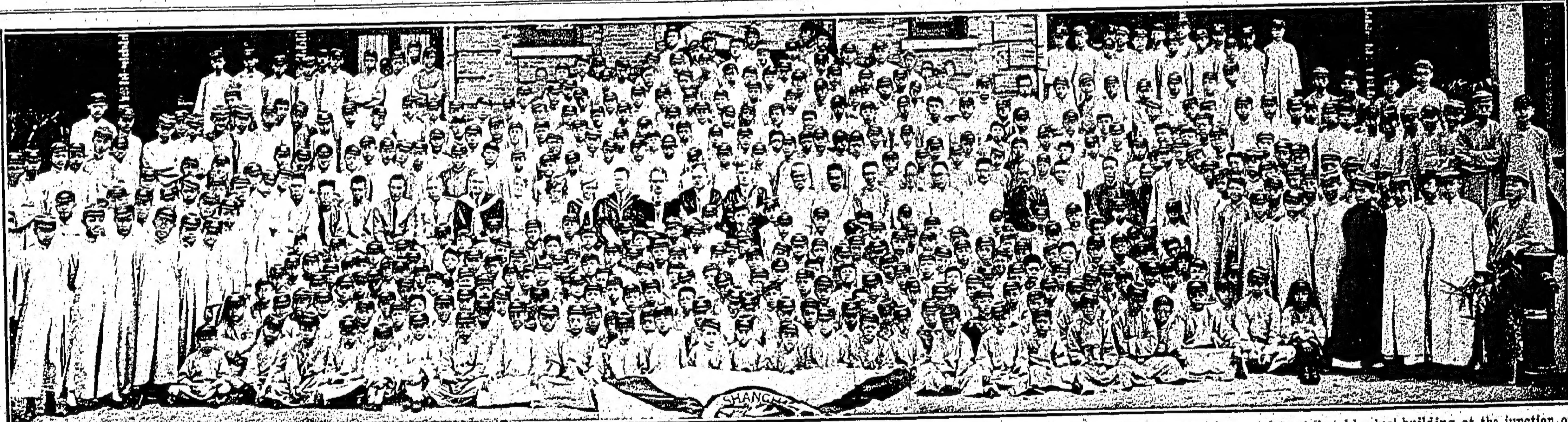
Won't be Petted.

So when young Gerald joins the classes he will soon learn that however, he may be potted at home and when he goes to Buckingham Palace to visit his royal grandparents, at Dartmouth he will merely be one more "snotty"—the very inelegant term applied to the young students.

Not only has the college at Dartmouth had as pupils many of the British royal family, but it has also received the scions of many other foreign royal houses. Prince Charles of Belgium, second son of King Albert of Belgium, recently left Dartmouth as a Junior officer. The Crown Prince of Siam has come all the way from his far-off Asiatic palace home to train as a naval cadet and is at Dartmouth now.



Here is shown a novel double study of Corinne Griffith, the popular First National cinema star.



The above photograph, which shows members of the staff and the students at the Shanghai Public School for Chinese, is of signal interest because of the fact that it will be the last picture taken at the old school building at the junction of Elgin Road and Cunningham Road. The school has been located there since it was founded in 1904. Next September, when classes are resumed after the long vacation, the students will re-assemble in a larger building, which is located in Haskell Road. It is intended that eventually this building will accommodate 650 students. Mr. G. S. Foster Kemp is the headmaster at the Public School for Chinese. He will be seen in the centre of the group.



As unbelievable as the scenes meticulously reproduced on a Japanese screen are the tiny, wooded islands, with their scarlet "torii" and the calm blue lakes of Southern Japan. The above photograph gives the traveller an idea of one of the newer resorts, Chichibuga-Ura, near Unzen. Chichibuga-Ura is situated half an hour's ride by motor car from Unzen and primarily is of interest because of the excellent swimming afforded. In common with many other resorts in Japan, those who enjoy walking will find intriguing paths through the woods. And the woods of Japan are memorable, with their convenient benches, erected at points of particular beauty. There is an excellent motor road from Unzen to this newest of the Japanese summer resorts.

# Mid-Summer Jackets

Some are as diminutive as the flimsiest of berthas, but they all disguise the sleeveless frocks beneath

by Julia

yellow with contrasting stripes of red and brown is used with new Bianchini print in this spectator sports costume by William Bloom.



III. diaphanous wide mesh pale pink net, cut-on flowing classic lines with a removable cape scarf fashions this charming Hostess gown.

II. Louiseboulangier places a shoulder cape and floating tiered skirt on this chiffon gown of red, green and ivory for country club evenings.



V. Helm achieves an unsophisticated air by beginning the skirt fullness at the waist in this afternoon model of printed crepe.



IV. Bergdorf Goodman chooses printed chiffon in soft pastels with borders of ivory for a wedding guest frock.

such a hostess, all too rare in our summer-time entertainment life. For this occasion, a diaphanous hostess gown, with removable cape scarf, is quite ideal. This one is in pale pink wide mesh net, the newest lacy material on the market; exceptionally cool looking because it is dull finish.

This gown has classic lines and a corsage decoration of a spray of pale pink gardenias.

IV. If you are invited to a garden party, or a home wedding, consider an airy little chiffon in pastel shades made with wide borders of ivory tulle. It will flatter you, make you look your daintiest, and give you the appearance of perfect ease and peace of mind, it is so lovely.

The print uses roses, blue, pale green and a bit of lavender in its indefinite pattern, against a background of ivory. The skirt introduces fullness below the hips and its deep hem of ivory tulle heightens the airiness of the costume. The little caplet has a deep flounce of the ivory tulle and strings of the chiffon tie in a bow to hold it on with a very charming effect.

With such a costume, a picture hat of fine ivory erin straw for the brim and rose or any other pastel colored straw for the crown is decidedly chic. Banded with a moire ribbon in the crown's tone, it is very becoming and feminine.

V. FOR you who are under 20 and don't aspire to impressing the world with your worldliness, I have chosen a sweet little cape frock that has tremendous style in its fullness, which starts at the waist — brand-new fashion feature this summer.

It is a dainty little pink, black and white all-over printed crepe on a light blue background. All of the edges are piped in black; a black patent leather belt circles it at the waist and black pumps and a transparent black straw hat, with a diamond and turquoise pin complete the outfit.

There is tremendous chic in the little caplet that ties with its own scarf collar, all piped in black. With this removed the little frock becomes a charmingly youthful model, suitable for afternoon dancing, if you like tea dances. With the cape on, you can feel perfectly garbed for almost any occasion.

THE new shoes that go with these stunning outfits are worthy of being accepted into your wardrobe. Two new types of shoes are the summer oxfords and the open shank sandals. The first is hand-laced white kid, with brown, the second moire with satin.

Step into either of these pairs of shoes or any of these outfits and see if you don't feel a little bit more like the lady you want to be. Remember that first and foremost this summer, your clothes must induce that feeling. Next they must flatter you. Third, they must be comfortable and suitable.

These little outfits will do all of these things. Give them a careful look. You can't go wrong by selecting any or all of them for your own.

WE ARE ALWAYS PLEASED TO GIVE OUR  
ADVERTISERS DEFINITE PROOF OF THE

## CIRCULATION

OF THE HONGKONG TELEGRAPH.

### "Quality Outfitting"



The phrase "Quality-Outfitting" is a hackneyed one—but we use it deliberately because it wears well at our establishment, as indeed do all things we sell to men.

Our reputation is staked on our merchandising skill—our discernment—and it flourishes.

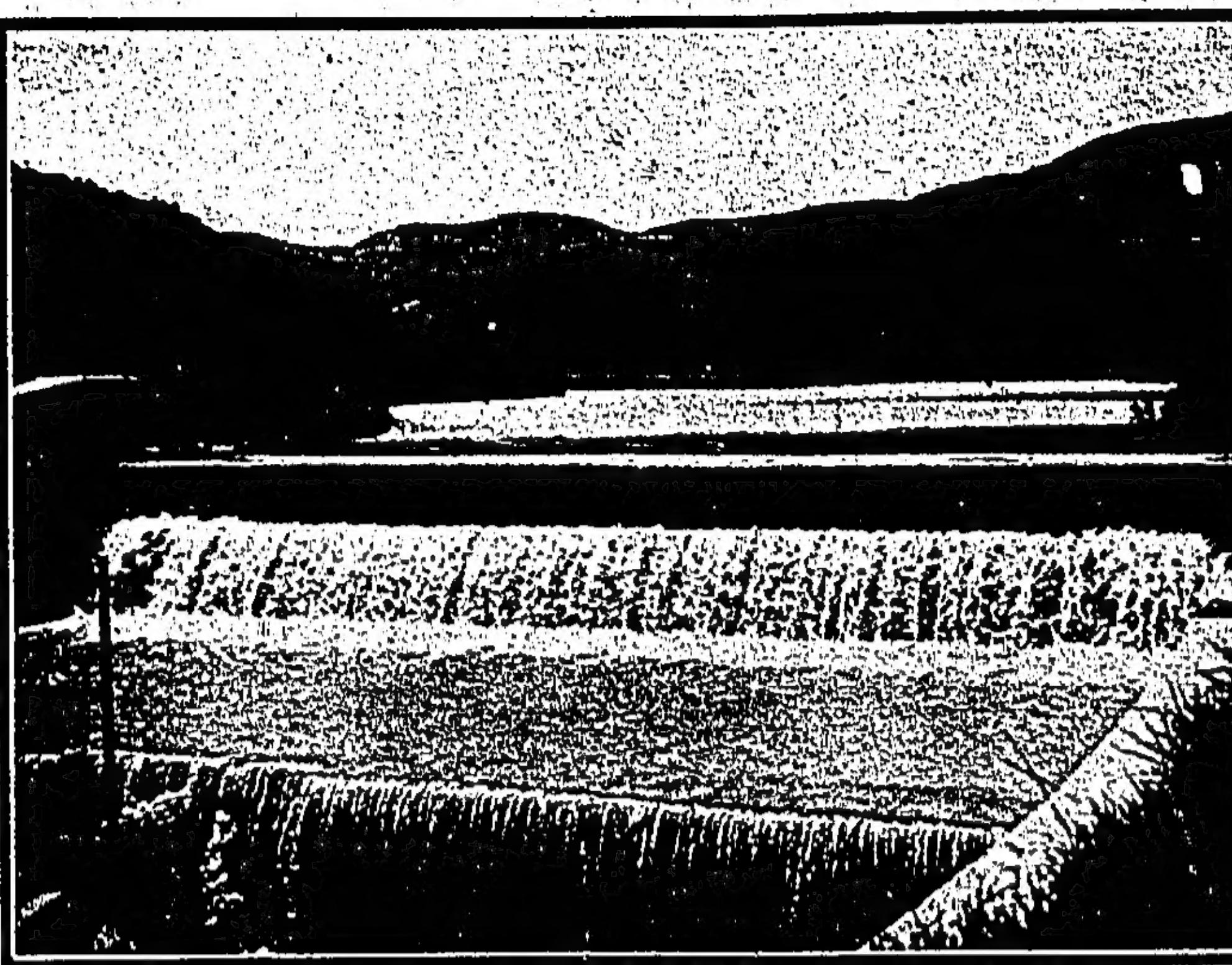
May we serve you also?

## Pictorial Supplement

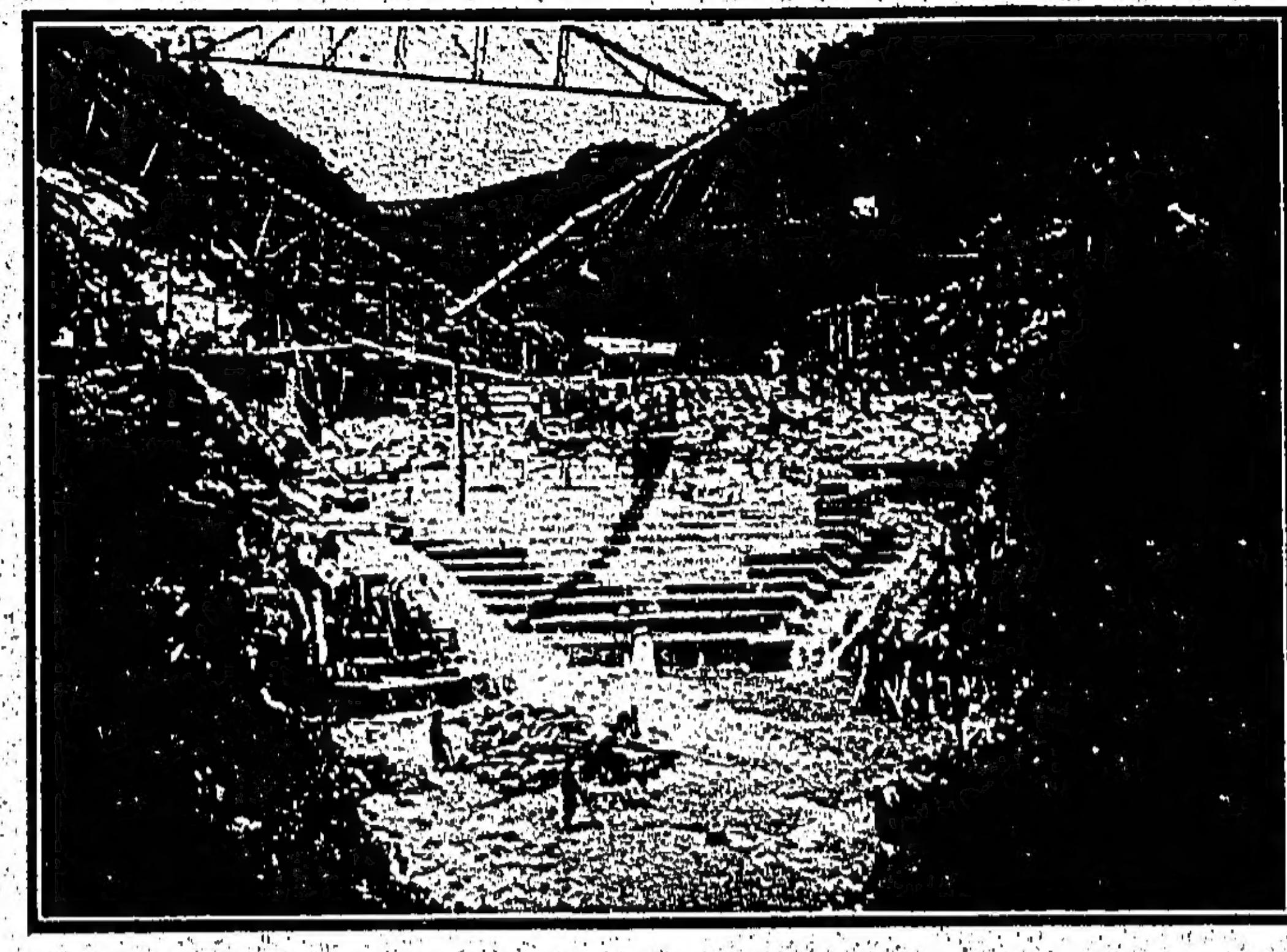
July 26th, 1930.

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IN THIS SUPPLEMENT.

Apply to  
THE MANAGER  
THE HONGKONG TELEGRAPH  
1-3, WYNDHAM STREET.  
TELEPHONE 26601



Taken on Monday, after the heavy rains, this photograph shows Shing Mun reception reservoir overflowing at Sheklaipui. (Photo: Mee Cheung).



This photograph gives an excellent impression of the progress being made with the construction of the new Kowloon Bye-wash dam, which, when completed, will enable huge quantities of water to be impounded. (Photo: Mee Cheung).

## Mackintosh's

### FAITH!



Mr. C. G. G. Dandridge, advertising manager of the L.N.E.R., addressing the Incorporated Society of British Advertisers in London recently said that the most important medium of his company's advertising, that which represented the greatest expenditure, and in which he had the greatest faith, was newspaper advertising.

IF  
NOTHING  
BUT THE BEST  
WILL SATISFY YOU—

Buy it from  
**THE DAIRY FARM**

The Dairy Farm, Ice, &  
Cold Storage Co., Ltd.



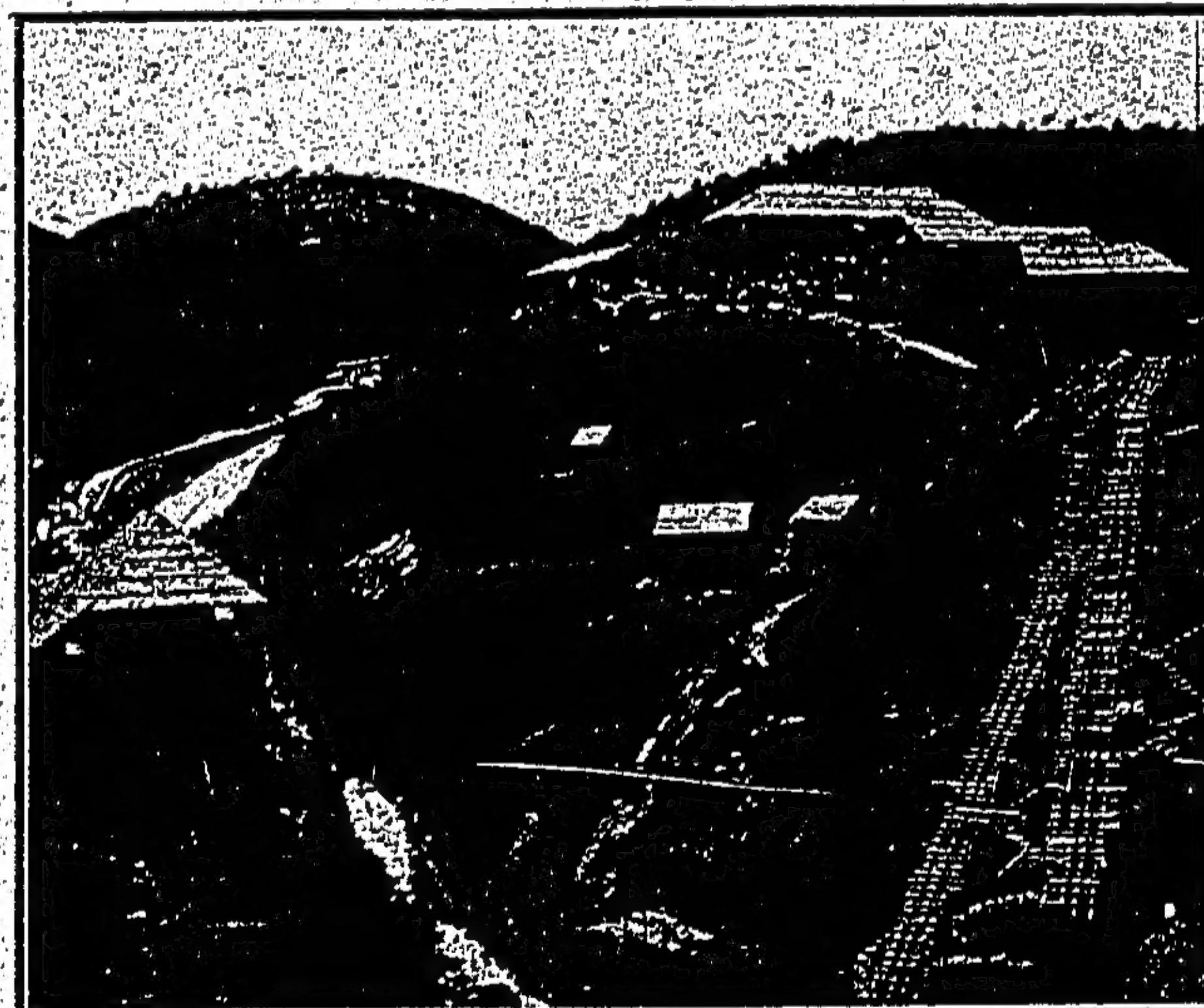
An effective picture of water rushing over the rocky face of the hillside when overflowing from the Shing Mun reception reservoir after the recent rains. (Photo: Mee Cheung).



His Excellency the Governor (Sir William Peel) photographed with Directors of the Po Leung Kuk, to which institution he paid an official visit on Friday of last week, being accompanied by the Hon. Mr. A. E. Wood, Secretary for Chinese Affairs. (Photo: A. Fong).



The above group was taken on the occasion of a farewell party to Dr. and Mrs. Seldon at Pak Hok T'ung, Canton. Dr. Seldon has been in charge of the Insane Asylum there for over twenty-five years.



## Whiteaways

WHITEAWAY LAIDLAW & CO. LTD.

**GREAT  
SUMMER SALE  
STARTS  
MONDAY MORNING**

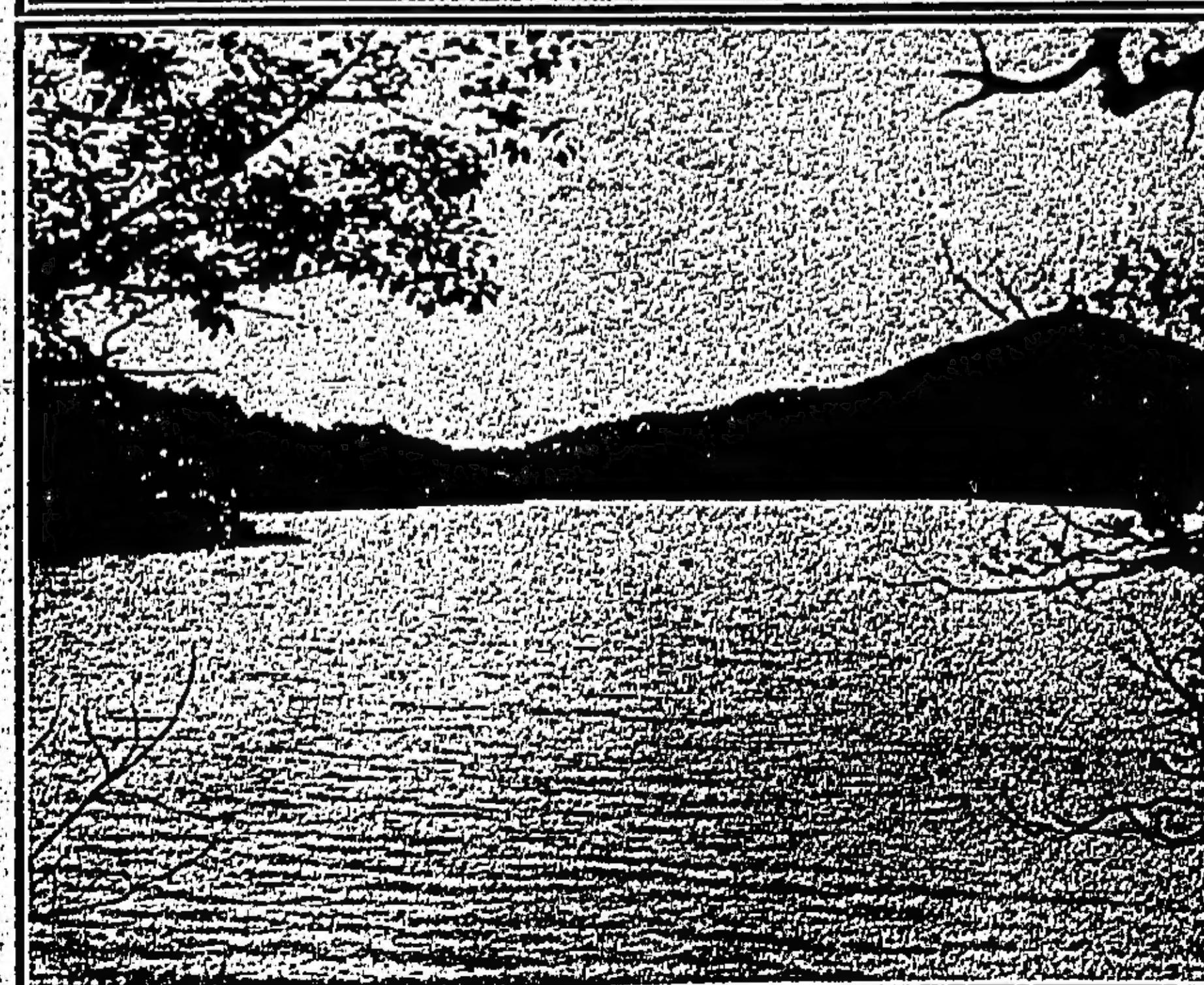
Drastic Reductions  
TO  
Reduce Stock.

Come Early to Secure the Best.

Whiteaway, Laidlaw & Co., Ltd.



Above is seen the Bund at Canton. Work has just commenced on the reclamation of that part of the river seen in right of picture from the end of the Tai Ping Maloo down to the Kwangtung Electric Supply Company's plant, which can be seen in the distance.

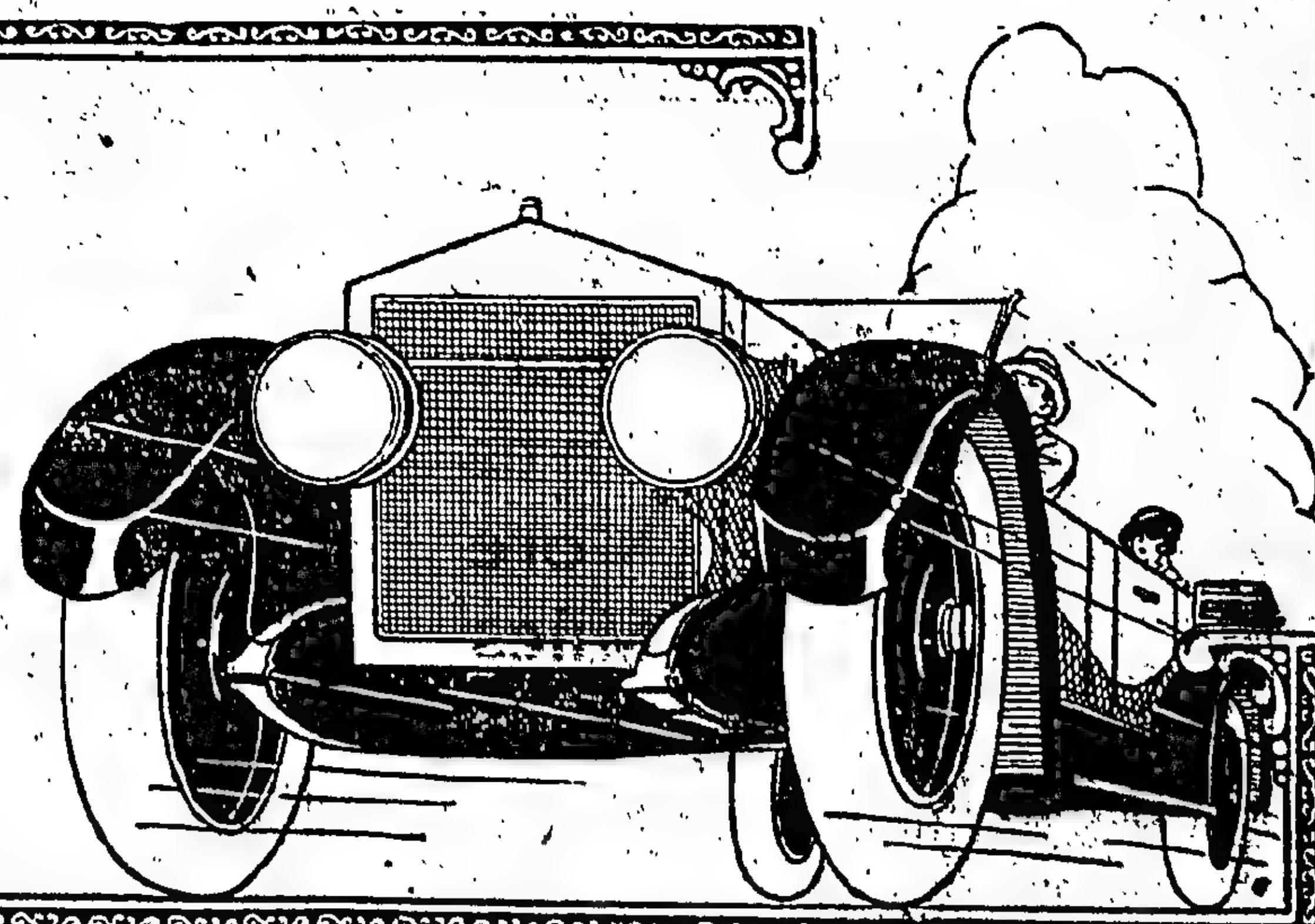


The top picture shows work on the site of the new Kowloon Bye-wash dam, whilst below is seen the Kowloon Reservoir well supplied with water from the recent rains. (Photo: Mee Cheung).

# MOTORING SUPPLEMENT

OF  
THE HONGKONG TELEGRAPH

SATURDAY, 26th JULY, 1930.  
Being The Official Organ of  
THE HONGKONG AUTOMOBILE ASSOCIATION.



## HONGKONG MOTOR ACCESSORY COMPANY

specialises  
in all kinds of  
ACCESSORIES  
and  
SPARE PARTS

Electric horns. Body polish. Brakelinings. Lamp bulbs. Tire patches. Wrenches &c. &c. &c. &c. "GORMAN" and "LUCAS" storage batteries suitable for all motorcars, cycles and radios. ALL AT ATTRACTIVE PRICES Call and inspect, Bank of Canton Bldg. Tel. 20577.

## CURRENT COMMENT

### "Look Both Ways."

We have received several expressions of approval from motorists on the suggestion recently made in this supplement that a campaign should be inaugurated with the object of impressing upon pedestrians the wisdom of "looking both ways" before crossing motor roads. Driving through Hongkong's congested thoroughfares has always been almost in the nature of an ordeal, on account of the habit of people suddenly darting across the roadway, and with the increased traffic, it does seem time that steps were taken to educate the Chinese public in the busier districts.

### The H.K.A.A.

Members of the Hongkong Automobile Association, are particularly requested to address all communications to the Honorary Secretary, c/o The Hongkong Telegraph Office, Wyndham Street. The work of the H.K.A.A. is wide and varied, and it is of the greatest assistance if all correspondence is received at the office of the Association. Not only does it aid the routine, but ensures replies being sent out more expeditiously.

### Repulse Bay Parking.

Although during the last year or so, parking space on the lower road at Repulse Bay has been considerably increased, there are still times, especially during weekends, when late-comers find a difficulty in securing space. This is in no small measure due to the fact that some motorists do not endeavour to economise in space, cars being parked at all angles. This wasting space is probably done without thinking, and it is to be hoped a gentle hint now dropped, will have the desired effect. Another matter dealing with the same locality refers to the use of the turning space at the far end of the road also for parking. Notices should be erected stating that that particular space is not for parking, and cars should be requested to proceed to the end of the road for turning.

### Roads and Trees.

We are glad to see that those trees which constituted such a danger outside the Helena May Institute have at last been removed. As we have so often stressed, although traffic thoroughfares shaded by foliage are pleasing to the eye, the practical aspect must not be sacrificed to the aesthetic. There are other places in the Colony where trees must be removed from the roadways, the one glaring example being the Wong no Chung Road. This particular route carries considerable traffic, and on account of trees taking up much valuable space, a very real danger is caused. Although there may be a few people who would countenance danger rather than remove the trees, the overwhelming opinion of motorists using such roads frequently is that public safety should come first.

### Pictorial Review.

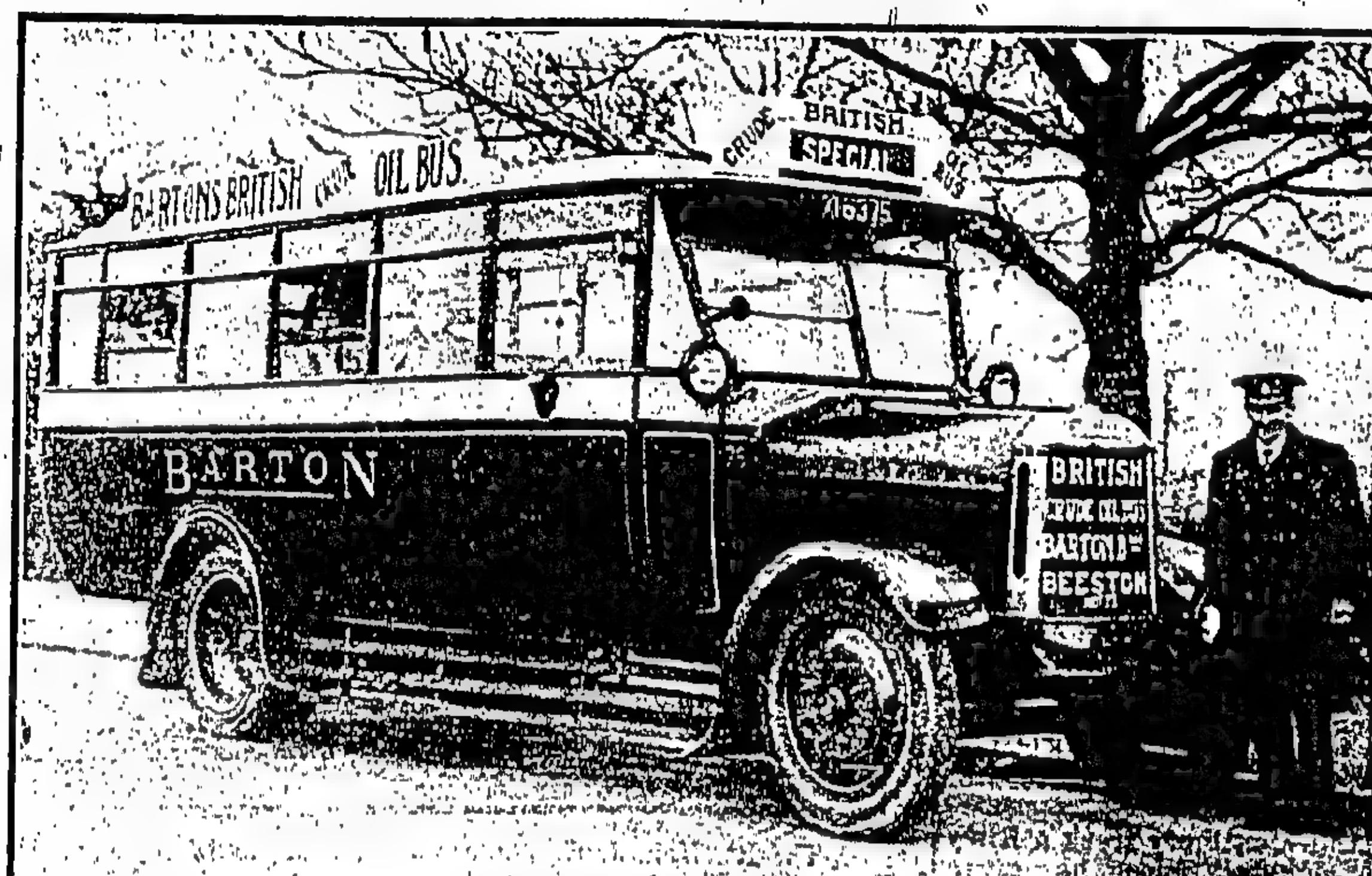
From Messrs. John I. Thornycroft and Co., Ltd., Union Building, Hongkong, we have received a most interesting Pictorial Review of the activities of the firm. Very few names in British industry have been more closely or more consistently associated with Transport than that of Thornycroft. For 70 years the firm's energies have been directed to increasing the means and reducing the costs of transport on land and water, and in the excellently produced Review before us, a most impressive outline is given of the world-wide associations of this vast organisation.

ALL COLOURS KEPT IN STOCK AS WELL AS THE NEW FORD SHADES. Arabian Sand, Dawn Grey, Niagara Blue and Gun Metal Blue.

N. S. MOSES & CO., LTD., Sole Agents.



## THE DEVELOPMENT OF THE AUTOMOBILE DIESEL ENGINE



Bus companies and firms operating heavy lorries in England are fully alive to the enormous economy in running cost effected by the diesel as compared with the petrol engine.

The illustration in to-day's issue shows a bus belonging to the Barton Bus Co. in which the petrol engine was replaced by a diesel engine. This engine, which has now been operating for over 1,000 hours' running time and has covered 12,000 miles, was supplied by Messrs. Norris, Henry, and Gardners, Ltd., of Patricroft, Manchester, who are already well-known in Hongkong through their Marine Diesel Engines many of which have been supplied by Messrs. Dodwell and Co., Ltd. for

various ships and launches. The engine in this particular bus is of the 4-cylinder type, developing 38 H.P. at 1000 r.p.m., with a maximum of 50 H.P. at 1300 r.p.m. We understand that this type of engine is started by hand and operated in exactly the same manner as the petrol engine with throttle and accelerator pedal.

Following on the success of their first venture in this new field, the same Company has placed a repeat order and is also installing a 6-cylinder engine which will develop approximately 50 H.P. at 1000 r.p.m. and 63 H.P. at 1300 r.p.m.

The Leeds, Sheffield and Midland Corporation, and Messrs. Pickfords are following the example of the Barton Bus Co. and are each installing engines but of the 6-cylinder type.

We give below comparative consumption figures and running fuel costs, which have been obtained by the Barton Bus Co. on the same vehicle with the two types of engine.

	Miles per Gallon	Fuel Cost per Mile Based on Fuel Local
Petrol	12 to 13	8.9 cents per mile
Crude Oil	21 to 22	1.3 " "

Experience has shown that the flexibility of the diesel engine is equal to, if not better than, the ordinary petrol engine, and we are looking forward with interest to the appearance of Gardner Diesel Engines in some of the buses operated by local companies.

## CHEVROLETS BUILT IN 1929.

### Record Output.

Surpassing by 150,000 cars and trucks its previous record annual achievement, the Chevrolet Motor Company manufactured 1,350,000 automobiles in 1929. Due to the tremendous popularity of the six-cylinder car, introduced a very ago, 1929 is the banner year in Chevrolet history.

Daily, weekly and monthly production records were broken over and over again during 1929. The most significant achievement of Chevrolet during the year was the placing of a million cars on the road in less than eight months. Although the first Chevrolet did not go on to the streets until last January first, there were a million in owner operation early last August.

An all-time monthly production mark was set in May, when the Chevrolet factories built 160,895 cars. A new high monthly record was established in every month except January.

The consistency with which Chevrolet production has gained annually in recent years may be noted from the following annual production figures:

1924	309,000
1925	510,000
1926	728,000
1927	1,001,000
1928	1,200,000
1929	1,350,000

### DISCARD SPEED LIMIT.

Twelve states namely Connecticut, Florida, Indiana, Iowa, Kansas, Maine, Michigan, Montana, Tennessee, Vermont, Wisconsin and Wyoming, have discarded a fixed speed limit and stipulated a rate of speed that is reasonable and proper.

## LOCATING TROUBLE.

### When the Engine Misses.

### USEFUL HINTS.

Most of our automotive instruction books warn us when to have the valves of our engines ground and to see that accumulated carbon is scraped out of the cylinders and that our spark plugs operate properly.

Trouble is we generally forget our instructions before reaching the first 1000 miles, and so we go on driving until the engine balks.

It begins to miss, and we're up in the air for lack of knowing what

to do. Looking again at our instruction book, we find that knowing what to do in this case is rather a simple matter.

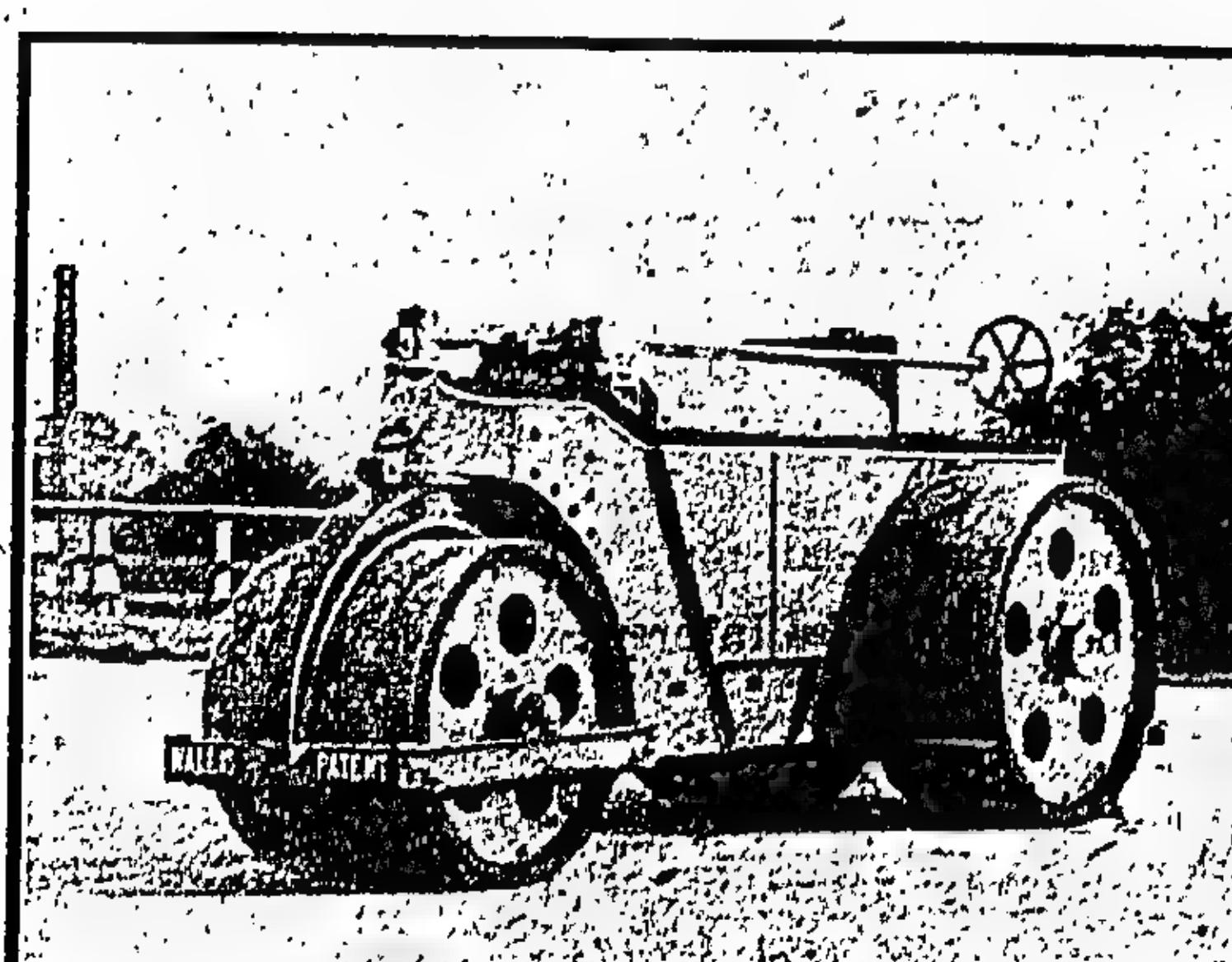
First, to find the miss—or missing cylinder.

That's merely a matter of shorting the spark plugs, in nine cases out of ten. A wooden-handled screw driver is used. It is applied at each spark plug, so that the steel makes a short connexion between the top of the spark plug and the cylinder head.

If this act slows up the motor still further, it is a sign that that spark plug is hitting properly, and the search may go on to the next plug.

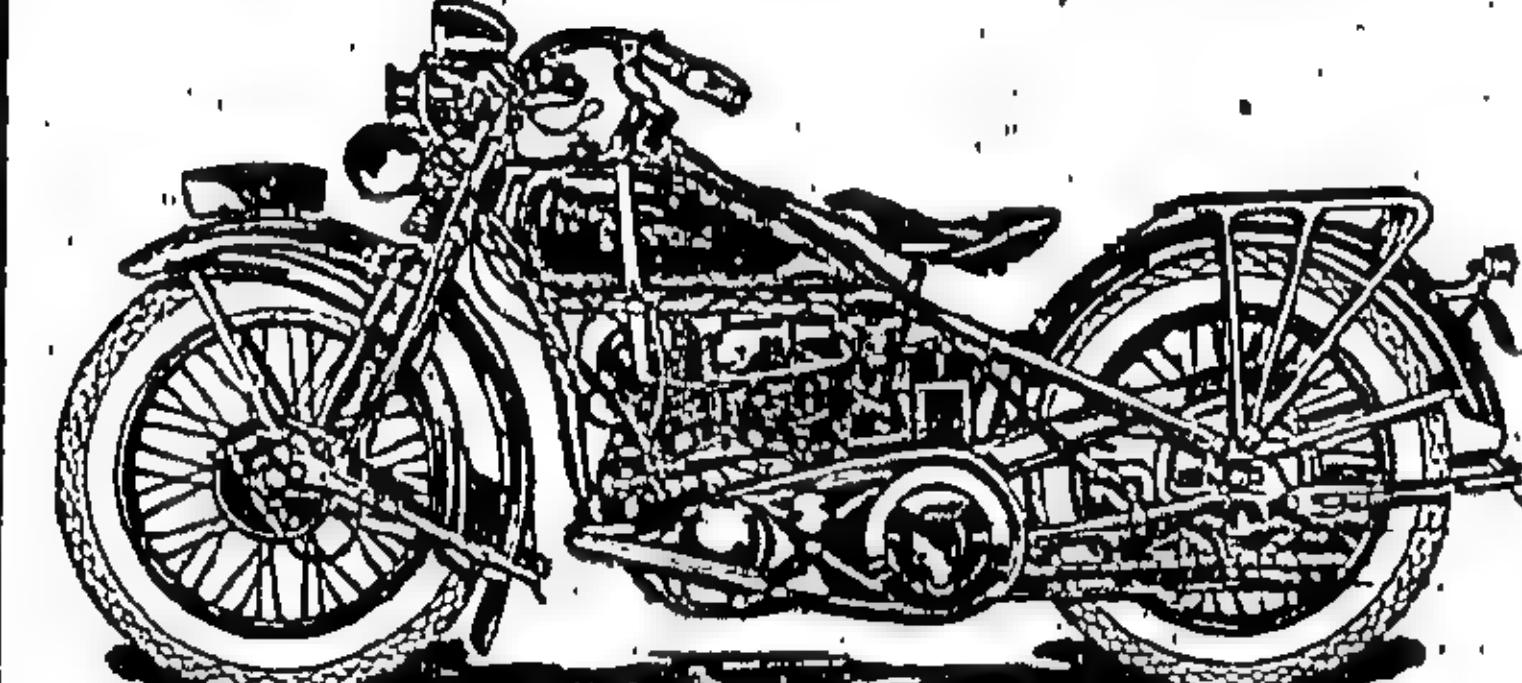
It then is a matter of taking out the plug, cleaning it thoroughly

## CRUDE OIL ENGINED ROAD ROLLER.



We are indebted to Messrs. Dodwell & Co., Ltd., for the picture of the road roller shown above. This is yet another example of the growing popularity of crude oil engines being employed in place of older types of power units.

## THE WONDERFUL 1930 "HARLEY"



Now on Display.

SEE THE NEW MODELS EARLY.  
The Gascon Motor Co.  
2, KWONG WAH ROAD.  
KOWLOON.  
Tel. 56242

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Incorporated in England  
(Under the auspices of the Automobile Association)

### GRANTS SPECIAL PRIVILEGES TO MEMBERS OF THE H.K.A.A.

For full particulars apply to:  
THE UNION TRADING CO., LTD.  
York Building.  
Phone 27738.

### NEW MONUMENT.

Sunset Crater, volcanic territory within the Coconino National Forest in Arizona, has been set aside as a National Monument by President Hoover. The area set aside contains 3,040 acres.

### BIG TAX INCREASE.

Automobile owners in Alabama paid \$14,611,359 in motor taxes during 1929. The tax for 1930 was only \$5,850,000, almost two-thirds less than that of last year.

### FOR ALL CLASSES OF

## MOTOR INSURANCE

WRITE FOR OUR PROSPECTUS

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Hongkong Bank Building,  
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### WORLD BUS USE.

It is estimated that there are 285,000 motor buses in use throughout the world. Of this number the United States has 92,500.

**The NEW 6-PLY Silvertown Tyre**  
**Balloon That**  
*extra heavy*  
**Gives More Miles and BETTER SERVICE**

**ALL SIZES IN STOCK**  
**Next time—TRY GOODRICH!**

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 28-28A, Des Voeux Road, Central.  
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IN THE RECENT  
**Scottish Six Days Trial**  
**B. S. A.**  
**SWEEP THE BOARD**  
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**SIDECAR CLASSES**

**Both Special Awards.**

The only two sidecars to win Silver cups and to complete the course without losing a single mark.

**COME AND SEE A NEW B.S.A.**  
**COMBINATION ON SHOW.**

**THE SINCERE Co., Ltd.,**  
 SOLE AGENTS.

**509**



**520**

**"The BIGGEST THING IN SMALL CARS"**

Is the title of very clever article written in the Illustrated Sporting and Dramatic News by Mr. H. Massac Buist, the famous English motoring critic.

At the present high cost of Oils, Gasoline, and Tyres donot fail to call for a demonstration when intending to buy a Motorcar, it will be in your own interest.

**A GOEKE Co.**

4th floor China Building.

Tel. 22221.

**Showroom:—FIAT—GARAGE, 67, Des Voeux Road,**  
**Tel. 24821.**

**MOTOR NOTES FROM GREAT BRITAIN.**

[Special Report to the Hongkong Telegraph by R.A.C.]

**The Tragedy on Lake Windermere.** The tragic death of Sir Henry Segrave on Lake Windermere naturally obscured to some extent the brilliant performance of his boat "Miss England 11" which, in the two runs completed before the catastrophe had already established a new record of 98.76 m.p.h. It is believed, too, that this did not represent anything like the maximum speed of the craft, which after further trials was expected to carry the record up to a much higher figure. It is appalling to think that two human lives were lost through the vagaries of a floating piece of stick.

The Rolls-Royce engines in "Miss England 11" were largely constructed of Hiduminium, R.R. 50, a recently discovered aluminium alloy. This was one of the secrets of the Derby laboratories which brought victory in the Schneider Trophy race last year for by its means each engine unit was lightened and modified until it delivered nearly 2,000 b.h.p. with a power-weight ratio of 12 oz. per b.h.p., though originally designed to give 875 h.p.

A feature of this revolutionary metal is that it is not only lighter and tougher than former aluminium alloys, but has many times their resistance to "fatigue" under the stress of heat and prolonged vibration.

**Victories on Road and Track.** Once again, the Grand Prix d'Endurance at Le Mans has seen British cars triumph and, on this occasion, take the first four and the sixth places in this gruelling 24-hour road race. The 4½-litre Bentley driven by Birkin put up a lap record at 92 m.p.h. and the winning 6-cylinder Bentley, at the hands of Barnato and Kidston, achieved a new distance record of 2,864 kilometres.

On the Montlhery track a Riley Nine "Monaco" saloon has given striking proof of the progress of the British light car. Driven by Messrs. Eldridge and Eyston, it covered 1,000 miles at an average speed of 67.79 m.p.h.; 3,000 miles at 64.44 m.p.h. and 5,000 Kiloms at 64.39 m.p.h. in all, taking no less than 9 International class G. records. The trial then only terminated because the track was required for other purposes.

The object was not primarily that of speed, but rather a means of demonstrating the degree of reliability attained. The running of a small engine for long periods, developing sufficient power to propel a standard saloon car at well over a mile a minute constitutes a very searching test.

By the way, Mr. Shipman and his companion, Mr. Dixon, who are doing a "Round-the-world" tour with a Riley Nine will soon be in New Zealand after completing their tour of the United States.

**Seeing for Themselves.** Coventry has had some very distinguished visitors during recent

weeks when Mr. J. H. Thomas, the Dominions Minister, and Mr. Stanley Bruce, ex-Premier of Australia, inspected the Humber-Hillman works and, subsequently, 200 delegates from the Imperial Press Conference selected the same works in order to see the models introduced by these concerns and exported by Rootes Ltd., to meet Overseas needs.

Particular interest was shown in the Humber "Snipe," a model which Mr. Bruce owns incidentally, and which will compete in any market with foreign rivals. In a message to the delegates, Colonel Cole, Managing Director of the Hillman-Humber-Commer combine explained that the development of Overseas markets now stood as the dominant influence upon the trend of design and factory development within the group. Plans are in hand to double and treble output and a world-wide service organisation, complete with spares, is being established.

**Fire Engines and Their Drivers.**

For teaching the drivers of the London Fire Brigade, the London County Council provide instructional machines, the chassis of which are identical with those used in the construction of motor pumps and tenders, but which carry only a plain lorry body.

Two such vehicles have just been delivered by Dennis Bros., who have supplied no less than 155 fire-fighting appliances to the

"Silver Arrow" continues to win golden opinions and has definitely consolidated its position. People are quite staggered by its extreme silence and this feature alone is meeting with its due reward at a time when there is a very definite feeling among the general public against noise. Another very attractive feature is the spring frame which makes road bumps disappear. A great contribution to road safety are the inter-connected brakes, pressure on one pedal applying both brakes. Finger nuts allow the rider to adjust the proportion of the braking effort which is applied to the front and rear wheels respectively to suit his own liking or to deal with varying road conditions.

**The Triumph Junior** is likely to increase the popularity of motor cycling among women who appreciate that it is a genuine lightweight. After all, it does need strength to balance and "kick-start" a medium-weight machine, and, further, the new machine can be ridden comfortably in ordinary every day clothes and is thus most useful for travelling to and from work.

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London Fire Brigade.

**For Adventurous Machine.**

In 1927, a certain gentleman in London bought a 550 c.c. Ariel which he used for the next two years, covering 15,000 miles. The machine was then purchased by two Americans who proceeded to tour Britain, Europe and North Africa—a trip of some 19,000 miles for which the average cost per mile worked out at just over a half-penny.

Possibly, however, the sequel is worth recording for when the Americans arrived back in England a few months ago, they had no further use for their machine and reluctantly parted with it to the original owner, who has decided to keep it!

**CAR PARK IN BOAT.**

To do away with costly crating in the shipping of motorists' cars across the Atlantic, the French liner Lafayette has installed a "car park" into which cars can be driven and anchored during the trip across the water.

**JOIN**



**THE HONGKONG AUTOMOBILE ASSOCIATION**

**A Few Advantages:**

10% Off Motor Car Insurance.  
 Free Legal Advice.  
 Reliable Drivers Supplied.  
 Free Mechanical Advice.  
 Reduced harbour transport charges.  
 Associate Membership of the B. A. C. and A. A. London.

**Rev. G. E. S. Upadell**  
**Hon. Secretary.**

**O/c "Hongkong Telegraph"**

**NOTICE**

**TO**

**ADVERTISERS**

All advertising to be inserted in this Motor Supplement, must be delivered not later than 2 p.m. on the Wednesday of the week of publication.

**RAILWAY BUSES.**

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 Brake Horse-Power 48 at 2,600 Revolutions.  
 Piston Displacement 194 Cubic Inch. Wheel-Base 107 Inches.  
 Speed 60 M.P.H.

Model	Net Weight	P. O. B. Factory Extras Price	Packed Shipping Assembly, Delivered	Hongkong Price
Roadster.....2-pass.	2,183 lbs.	G\$495	G\$37	G188 G720
Roadster, Sports.....4-pass.	2,240 lbs.	555	37 184	780
Roadster Deluxe.....4-pass.	2,240 lbs.	600	49 191	840
Tourer.....5-pass.	2,240 lbs.	495	37 188	720
Coach (2 door).....5-pass.	2,500 lbs.	565	42 233	840
Coupe.....2-pass.	2,400 lbs.	565	42 233	840
Sports Coupe.....4-pass.	2,470 lbs.	655	54 241	950
Club Sedan (4 door).....5-pass.	2,585 lbs.	665	42 241	950
Sedan.....5-pass.	2,585 lbs.	675	42 243	960
Sports Sedan.....5-pass.	2,555 lbs.	725	44 251	1020

Hongkong price includes spare rim Right Hand Drive (5.00) Spare Tyre and Tube, (12.00) Bumpers, (18.00) Export Refinements and Bulb Horn (10.00).

**INTERNATIONAL SERIES "A D" COMMERCIAL.**

R.A.C. Horse-Power Rating 26.35.  
 Brake Horse-Power 48 at 2,600 Revolutions.  
 Piston Displacement 194 Cubic Inch. Wheel-Base 107 Inches.  
 Speed 60 M.P.H.

Half Ton Chassis (20 x 5 Tires).....	1,740 lbs.	G\$365	G\$37	G\$98 G\$500
Half Ton Delivery Truck.....	2,100 lbs.	440	37 193	670

Hongkong Price includes Right Hand Drive (5.00) Spare Tyre and Tube, (12.00) Front Bumper (18.00) Bulb Horn and Refinements (10.00).

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R.A.C. Horse-Power Rating 26.35.  
 Brake Horse-Power 48 at 2,600 Revolutions.  
 Piston Displacement 194 Cubic Inch. Wheel-Base 131 Inches.  
 Speed 45 M.P.H.

1½ Ton Chassis (20 x 5 Tires).....	2,435 lbs.	G\$520	G\$40	G\$140 G\$700
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Hongkong Price includes Right Hand Drive (5.00) Spare Tyre and Tube (25.00) Bulb Horn (10.00).

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 25, Queen's Road Central  
 Tel. 24759.

## TRAFFIC POLICE TRAINED FOR EXACTING SERVICE.

American School Prepares Men to Keep Things Moving.

## DISCUSSION OF REGULATIONS.

[By John T. Wolfe.]

That the rights of a pedestrian are not "the last rites" has been demonstrated anew to some 2,500 policemen who have just completed three-day courses in the traffic and street safety school of New York city's police college. The pedestrian has an inherent right to move when and where he pleases, the operator of a vehicle only is the operator of a vehicle only is enjoying a privilege, the attentive officers have been told. The walker's right harks back to time immemorial, to those idyllic days when naught but footsteps pressed the secund greenward. Long afterward came cross vehicles digging into the terrain, but only by sufferance and for a fee. Theoretical distinction continues.

The alleged king of the road, however, is cautioned still to be conscious of "the duty of exercising due care for his safety" as a new State law puts it. The short-term students, all brought to the lecture room between traffic tours, have heard again the purpose of the Police Department—to protect life and property. The primary function is to protect life; ergo, the pedestrian must be protected. Vehicles, being property, are of secondary importance.

But the danger of trying to argue logically with a moving machine is demonstrated by hospital records. New Yorkers are learning to develop a traffic sense, which the officers at crossings must apply continually. More Days Off Monthly.

Despite more days off during the month, the traffic policemen look upon their brother patrolmen with beat somewhat enviously. The feeling has been intensified since the latter were relieved of staying at the station as reserves after hours of duty. Every third week the club-swingers get on a shift beginning at midnight, when the underworld is most active. But from a traffic post the possible danger of a late tour seems not so formidable to men side-stepping

officer has been shown that by turning with traffic instead of backing into it he lessens the chance of serious injury to himself. Balancing the body is shown to be an important factor in alertness. Even the whistle is weighed in the balance, and assigned permanently to the left hand.

Courtesy, to which the attention of policemen is drawn continually by placards which Commissioner Whalen has had posted in all their quarters, gets considerable attention in the traffic school scheme of things. Hours are devoted to explaining how courtesy oils the machinery of urban movement, just as recruits are instructed that the best way to control children on their beats is to gain the confidence of the youngsters. Three-decileet peeps and an unmistakable hand signal to an offending motorist are shown to be more effective and less wearing than loud blasts.

Any general cramping of necks adds unnecessarily to the hazards of the road. While the police proceed on the assumption that most infractions of the law are due to ignorance rather than deliberate intent, the school has stressed also the need for policemen to be on firm ground. Of the twenty-four hours in the traffic course, sixteen are devoted to expounding U.P. 47, which is the little booklet of traffic regulations to be had for the asking by citizens at any police station in the city. Eight of the hours are spent in the classroom; the other eight are spent on the streets, a practical laboratory.

## Discussion of Regulations.

The other subjects in the curriculum dovetail into the discussion of the traffic regulations. In accident prevention, for instance, the officer is supposed to know that an overloaded vehicle may cause trouble. From his post he can see a shift in merchandise invisible to a truck driver, an unlit rear lamp or other potential accident factor.

Parking time limits also enter the discussions, with some unofficial comment upon parkers expecting unlimited privileges throughout the year because of a cigar bestowed with a flourish at the Yuletide.

Another subject touched upon is the proper method of serving a summons, that "ticket" which the motorist dolefully contemplates. In many cases the patrolman uses psychology to impress his traffic messages upon the offender. A stern lecture may be followed by a smile and a wave of farewell. But once a summons seems necessary, the policeman is all set to

## FRENCH COMBINE.

## Merger of Three Concerns.

## VIEWED AS PROBABLE.

It is learned that in order to resist the increasingly successful competition of American motor car companies, especially General Motors and Ford, three leading French automobile firms, Citroen, Peugeot and Renault, are negotiating for the conclusion of a working agreement.

Association of these manufacturers, which for a long time was favoured by Citroen and Peugeot, has heretofore been opposed strongly by Louis Renault, founder and head of Renault's.

The success of the new Ford models and the Fordson and Chevrolet light trucks, which are being widely used in France, particularly by farmers, broke the last individualistic resistance of the French manufacturers.

The production of the Citroen, Peugeot and Renault works last year represented three-quarters of the total French output, which is about 300,000 motor cars and trucks a year.

## ROAD TRAFFIC BILL.

A long debate took place in Committee on the clause in the Road Traffic Bill requiring the driver of a motor vehicle to carry and produce on demand a certificate showing that the vehicle is insured. It was suggested that it should be embodied in the car licence, but the Minister of Transport held that that was not practicable.

It is conceivable that the woman shopper of the near future may drive her car into a department store. An electric lift will whisk it from the ground to an upper floor or the roof, and it will remain there, while the purchases are being made.

No doubt these wonderfully organized businesses would devise a system by means of which purchases made in any part of the building would be conveyed to the upstairs garage and placed in the respective cars. The whole matter would be as simple and convenient that customers would not ask firms to deliver any but the larger goods, and this would relieve the roads of many small delivery vans. Think of the convenience to the woman shopper. In wet weather she would enter her closed car housed in a garage which would be an integral part of her residence and could be entered without the owner having to place foot over the threshold. She would drive to the great store and step out in the brightly lighted and well-warmed vestibule where lifts would be waiting to hoist her car to an upper storey until it was again required.

Theatres, great cinemas and restaurants with roof garages may be designed, and perhaps there may come a day when we shall book upstairs bed rooms for our cars as well as for ourselves in sky-scraping hotel centrally placed in our great cities.

Are these mere dreams? Already in the heart of London's theatreland there are many-floured garages open night and day for the cars of pleasure seekers, so further developments may surely be expected. Owner-drivers would appreciate the convenience of being able to garage their cars in the buildings in which they dined, danced, or were otherwise entertained. At present they must either employ chauffeurs when they wish to go out in the evening, or must undergo the discomfort of having to walk in dress shoes from the garage to the place of amusement. It may be, therefore, that the great haunts of pleasure seekers will some day supply adequate accommodation for pleasure cars.

## Parking Difficulties.

So far as the public parking places are concerned, we all admit that they are a great convenience, but there are irritating limits to the time during which cars may be left in them and many of them are much overcrowded during certain hours of the day. In many cases cars have to be parked as closely together as possible, and as all drivers are not experts, damage to coachwork and wings is by no means uncommon. Backing into the only vacant place in a long rank of cars has caused many a driver more anxiety than he has ever felt when making the final putt on the 18th green which will win or lose for him a club championship. The failure of a motorist to hole out at the first putt may be very expensive indeed.

In many parts of London we are

in need of more public parking places, and the same thing may be said of nearly all our cities and towns, large and small. Unfor-

tunately it is in the most congested business and shopping centres that sufficient parking places are most difficult to find, and local authorities are faced by many difficulties. Residents in once quiet squares may raise strong objections if their former seclusion is destroyed by the continuous arrival and removal of cars which are no longer allowed to remain stationary for more than a few minutes in main thoroughfares. Shop proprietors, who contribute much to the rates, also complain bitterly that their trade is injured by harassing restrictions which forbid motorists to stop anywhere but at appointed places, which may be at considerable distances from the shops they wish to visit. Motorists themselves, and particularly women motorists, display animosity when they find that the police issue summonses against them for leaving cars outside shops for periods which (seemingly, at least) may be only a few minutes. They say, with much justice, that they are given no warning regarding these regulations, and that there are no directing signs to show where the nearest parking places are to be found. I know one young woman driver who told me, almost with tears in her eyes, that she had been fined, and that some 20 other women motorists had been fined on the same day, in a country town for leaving their cars outside shops, though, until the summonses had been issued they had no knowledge of the local regulations.

## The Time Limit.

Certainly, I think they had cause to complain. In streets in which cars are not allowed to stand for more than a few minutes there should be notices prominently displayed, and these should state the time limit, and should also indicate where the nearest official parking places are to be found. In many districts the police have a way of allowing motorists to do much as they like for some months. Then one day it appears to be decided that regulations are to be enforced strictly, and the result is a batch of summonses and resultant fines. It appears that the police consider that a general "round up," which is reported in the Press, is more effective than a few isolated proceedings. They may be right, but it is hard luck on those who are rounded up without warning.

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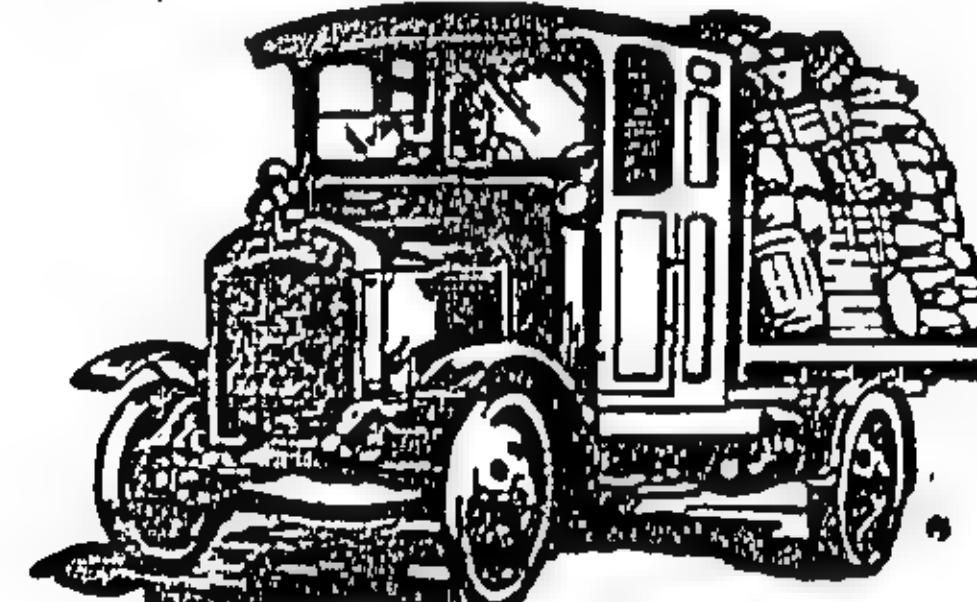
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30 Cwt. to 10 Ton Loads

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Write us and our representative will call.

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TRUST A THORNYCROFT WITH YOUR TRANSPORT

## ROOFS FOR PARKING CARS.

## Upstairs Bedrooms for Our Cars.

Many imaginative writers have pictured great cities of the future with sky-scraping buildings on the flat roofs of which business folk, shoppers, and pleasure seekers will park their private aeroplanes. The dream, or nightmare, may come true, writes Capt. P. A. Barron, but before this happens it is likely that we shall see car parks on the roof-tops of great stores, offices, and perhaps theatres. Also we shall see in central positions vast garages many storeys high and capable of storing thousands of cars. Already we are familiar with the idea of parking our cars upstairs. We know they can be driven up inclined planes or raised by elevators to the upper floors, and it is evident that as the numbers of cars in our great cities increase the only practical solution of the difficulty of finding temporary parking places and garaging accommodation is by the provision of buildings of many floors, and perhaps many basements, containing an enormous amount of floor space. In no other way can a great number of cars be stored within a limited area.

It is conceivable that the woman shopper of the near future may drive her car into a department store. An electric lift will whisk it from the ground to an upper floor or the roof, and it will remain there, while the purchases are being made. No doubt these wonderfully organized businesses would devise a system by means of which purchases made in any part of the building would be conveyed to the upstairs garage and placed in the respective cars. The whole matter would be as simple and convenient that customers would not ask firms to deliver any but the larger goods, and this would relieve the roads of many small delivery vans. Think of the convenience to the woman shopper. In wet weather she would enter her closed car housed in a garage which would be an integral part of her residence and could be entered without the owner having to place foot over the threshold. She would drive to the great store and step out in the brightly lighted and well-warmed vestibule where lifts would be waiting to hoist her car to an upper storey until it was again required.



Its 3 Major Challenges

Performance

Distinctive

and Value...

With a larger, longer, roomier car... with even faster speed... with greater power... with quicker acceleration... in good looks... in real values... in reliability and economy...

The common exclamation of everyone when he has ridden in the New Essex Challenger is: "How did you do it! How do you get this greater power and faster get-away! How do you get this speed?"

It is a new Essex Challenger from front end to tail light. It is a longer, larger car. The Super-Six motor is made smoother and given a wider performance range. The motor retains every advantage you know in economy and long life. It is so distinctly modern in all things that count that you must want to own it.

The bodies are roomy. There is room for your hat. You do not have to squeeze into the driver's seat. The clutch and brakes operate at the slightest foot pressure. Proper balance and mechanism make it easier to steer.

This sweeping challenge is for you to know that the New Essex Challenger is a thoroughbred automobile.

**The NEW ESSEX Challenger**

FULL PARTICULARS FROM—

**The China Motor Supply Company.**

28-28A, DES VŒUX ROAD, CENTRAL.

Telephone 21558.

BRANCH OFFICE: 486, YAT TAK ROAD, CANTON.

## A WANDERER'S RETURN.

How Motoring in Britain Impressed an Exile.

## QUALITIES OF BRITISH CARS.

After ten and a half years of undiluted tropical Africa, during which time the largest town I ever saw was Bulawayo, and that only on the occasions of my half-yearly visit to headquarters, it was with considerably excitement and many anticipatory thrills that I found myself in the position of being able to take a "Homeleave" last summer, thanks to the generosity of the powers-that-be and the benevolence of the managers of the bank where I garage my pass-book.

During my protracted exile I had never missed a copy of *The Autocar*, which was never less than four, and frequently five or six weeks old by the time it reached me; and with the object of keeping myself up to date in motoring matters, and *au courant* with new models, new inventions, and the latest improvements, and no doubt clutching subconsciously at any link keeping me in touch with Home, I read my copy through from cover to cover, sometimes in the comparative comfort of my own jerry-built house, sometimes on the shimmering bosoms of the great Congo and Kasai rivers, and sometimes in one of the little grass huts that constitute my hunting camp.

Bearing in mind that my last sight of England was of the war-stunned country that I left soon after the Armistice, and my motoring had then, for the previous four years, consisted of promiscuous and often illicit runs on pre-war cracks over vertebral-shattering roads on the hectic occasions of a few days' leave from the Line, I was prepared for many surprises, partly from my meticulous perusal of *The Autocar*, and partly from the remarks I eagerly lapped up from the luckier ones, who had more recently been Home. Surprises I got, and many, but several that I had anticipated did not materialize, whereas I ran up against others I was unprepared for, which, when you think of it, is rather the way that surprises have.

## The First Shock.

My first shock, if such a blunt word can be applied, was the homely and soothing impression of the

village to find a dozen oxen to pull it through the river and up the boulder-strewn, crumbly precipice on the other side?

Have you ever had twenty-seven thorn punctures in one day, and mended twenty-five of them yourself, the earlier numbers of the series occurring in a temperature of 120 degrees?

Anyhow, that is neither here nor there as regards my glorious motor-ing leave in England.

I went to London. Traffic here and thereabouts is certainly a bit thick, but moves much faster than I had expected, and is most excellently controlled, and driving there is easy, provided one exercises a modicum of common sense and does not get flustered. Again, there are Birmingham and Glasgow, where also the traffic is on the thick side, though considerably slower than that of London, but less said about them the better.

The traffic congestion, which honestly I was rather dreading, I found to be very much over-rated. Certainly, for my first few days of the roar and clatter of the street traffic, I encountered in and around towns in August seemed to me rather startling after what I had been accustomed to; but in the country, provided one avoided arterial roads at week-ends, traffic appeared to be negligible; that is to say, it did not burden the roads to the point of inconvenience.

I went from Totnes, in Devon, to Folkestone and back, taking two and half days over the double journey of 547 miles. By certainly planning my route I passed through only two real towns—Exeter and Winchester—and the traffic was never noticeable. But crossing the Brighton road at right-angles below Horsham on an August Saturday afternoon is a nervy experience! It definitely sealed my fixed resolution to avoid such roads on summer week-ends. It appears to me, however, that heavy traffic can be easily avoided by the private motorist if he cares to do so.

A narrow-streeted old county town like Exeter easily gets its traffic congested, but the passage is not a long one, and in the city in question I thought the red-yellow-green automatic traffic signals excellent and splendidly efficient, besides releasing police for other duties.

## Wonderful Roads.

Roads, everywhere, including secondary cross-country routes, such as I followed on my Totnes-Folkestone run, I found simply wonderful. I spent every available minute on them, and never ceased to marvel at their superbly hard, punctless, and almost vibration-

less surface, and the extent of these beautiful roads astounded me; countless miles of what I knew as rutty and stony lanes had invariably this beautiful hard, black surface.

I was agreeably, but none the less forcibly, struck with the vast preponderance of British cars—the Morris, Singers, Austins, and their like had in no uncertain fashion ousted the cheap American car from our roads. Watching an endless string of cars on a main sea-side road on a summer afternoon, I found that, seemingly, 75 per cent. of the total was shared between the above makes—a very refreshing sight of the sound common-sense of the less wealthy British owner. This particularly refreshed me, coming as I do from Rhodesia and the Belgian Congo, where the cheap American car is in a very heavy majority, because in those countries Mr. Everyman knows nothing of, and takes no interest in, cars, and buys merely what a well-primed salesman pushes down his throat, and because he needs the dear old parrot who still cries, "British cars will not stand up to Colonial conditions." For over ten years I have proved that moan to be inherently inaccurate, but the croaker still finds a following, though in diminishing numbers.

It was a delightful thrill to me to see, and stare at, the several cars that I knew intimately on paper, but had never seen. Think, until last August I had never seen a Bentley, Alvis, Arrol-Aster, Armstrong-Siddeley, or the new Lagondas; These were not in existence at the time when I left England.

## Courteous Police.

I mentioned the police. As for them I can only say that I met with courtesy, friendliness, and an attitude of good-natured tolerance throughout. True, I did not figure in the courts, but, speaking of the men and officers whom I met on the road, I cannot call to mind a single exception to the above statement; and, in view of one or two incidents that came to my notice, how the police retain their civility and imperturbability is a source of admiration and wonder to me. I was frequently surprised at the latitude allowed to motorists as regards speed and noise, and I thought this latitude was governed by an exemplary amount of common-sense.

Traffic had speeded up enormously, and, after my long absence, I found some of the speeds a bit startling; but, taken in general, this was all to the good. It is curious to compare my impressions with the opinions of those who had grown up with the progress.

For example, I read a letter to the Press, written by a driver of evident experience, who said: "In these days, when the roads are crowded with vehicles, driven mostly with an appalling degree of incompetence." Now, one of my first impressions was the higher standard of driving as compared with what I used to meet before, and the higher percentage, as distinct from actual number, of good drivers that one encountered.

The house in which I was staying in Devon is on a steep and winding hill with a fairly fast approach at the bottom, and I immediately remarked on the number of drivers who (1) dropped into a low gear before reaching the steepest part of the decent, and (2) who made a quick and neat change down at the bottom of the ascent before their ears lost speed. It was a small thing, but, to me, a sharp contrast to the general method of driving that I used to meet with years ago.

Road-hogging, in the form of cutting-in, overtaking on boards, and driving on one's breaks and horn, still existed, but to a far less extent than I had expected.

## New Omnibuses.

The omnibuses certainly did flabbergast me, having previously seen only the London type of town bus in and around the cities. To-day's huge, luxurious, long-distance coaches were a novelty that intrigued me immediately. I hate them, but apparently they all disappear at the end of August. Also, the small country bus, driven through by-lanes by a promoted butcher-boy, is a bit of a nightmare that no doubt time will ameliorate, and which even to-day is, fortunately, not too numerous but the big, long-distance coaches filled me with admiration. Fast, silent, and generally superbly driven, they must be a boon and a blessing to the populace.

Sometimes during my tea and a half uninterrupted years of tropical Africa I was homesick, deadly homesick, but latterly I had felt that Africa was "getting me"; the heat, the eternal sunshine; the feeling of being somebody in an environment of nobodies, I was becoming, perhaps, as the South Africa says, "sauced." I even said once: "If I can work a home-leave I shall go just once, but Africa is my real home." I actually said that, which meant that I had been out too long.

Now that I have been home, and revelled in the beauty of it all: the joy of meeting again old friends, with some of whom one had almost lost touch; the joy of recognizing old faces and old scenes, and finding that one was not forgotten—now that I have handled

## HINTS FOR CAR OWNERS.

## Helpful Advice.

It is sometimes found that the windows are inclined to stick in the fettled channels, a trouble which can be cured by running one's fingers, or, better still, a piece of wood slightly larger than the channel, up and down the groove and then applying French chalk to the felt.

The front bearing on the gearbox of my 10 h.p. car was continually leaking oil with the result that the lubricant got on to the clutch, causing very bad slipping.

Although the oil-retaining washer on the shaft was a good fit and practicable new, I came to the conclusion that oil must work its way past this retainer and therefore decided to fit a second washer.

The normal leather oil

retainer is held between a brass housing and a ring by means of rivets, and the new additional washing was fitted under the brass housing and extended to the shaft, thereby covering up the hole through the ball-race. Since fitting the washer the car has covered 20,000 miles and has proved so satisfactory that a similar washer has now been fitted to the gearbox rear bearing.

Owners of some Morris cars

may have noticed that the brake lever ratchet tends to vibrate when the car is in motion. This can be stopped, it will be found, by a slight pressure on the ratchet lever; for example, that applied with the finger. This effect can be obtained by the use of a shirt coil spring, one end of which is secured through a hole drilled in the lower part of the handle and the other made fast by a small screw tapped in the hand brake lever. Only a weak spring is necessary, otherwise it will interfere with the release of the ratchet.

A cheap and simple device

which will help to prevent the unauthorized use or theft of a car can be made by drilling a hole

in the clutch pedal arm in close proximity to the floorboard and passing a padlock through it.

This will prevent the use of the clutch pedal and will certainly make it almost impossible to drive

the beautiful, almost human, cars

of to-day, on the incomparable, modern roads, my one hope is that

those roads will not be car-saturated

by the time I next get home on

leave, or by the time I come home

for good.

## U.S. FATALITIES.

31,680 Persons Killed by Cars Last Year.

A total of 31,680 persons were killed by automobiles in the United States last year, according to the Motorists Association. This represents an increase of approximately 12 per cent. or 6,780 deaths, over, the total number killed in 1928, and brings the grand total for the past ten years to 190,850.

Comparing the automobile deaths to the total number of accidental deaths annually in the United States, the figures show that about one-third of all such deaths were caused by motor cars.

Of the total killed by automobiles last year, 8,403 were killed in the seventy-eight largest cities, having a combined population of 33,000,000. The highest number of fatalities occurred in October.

While the increase in fatalities was approximately 12 per cent. the increase in automobile registration last year was only 8 per cent. it is pointed out.

## A WASHOUT.



No other car in the moderate-price class can match such thrilling performance—10 to 60 miles per hour in 31 seconds, in high.

Buck alone could achieve such qualities of speed, power and stamina in a car so moderate in cost.

In every phase of performance, Marquette is entirely unmatched in its field! And its bus flow of power sends you flying up the steepest grades in high gear. You can ride at 60 or 70 with a wonderful feeling of pleasure and security. And a host of other features wins your admiration.

Father bodies expressing the best modern taste. An exclusive non-glow windshield. Exclusive new upholstery, proof against water, dust and wear. Four Lovelace hydraulic shock absorbers—and big Duo-Servo enclosed brakes.

Marquette is complete with all the fine car characteristics. Yet the liberal G. M. A. C. terms make owning a Marquette very convenient and economical. See it. Drive it today.

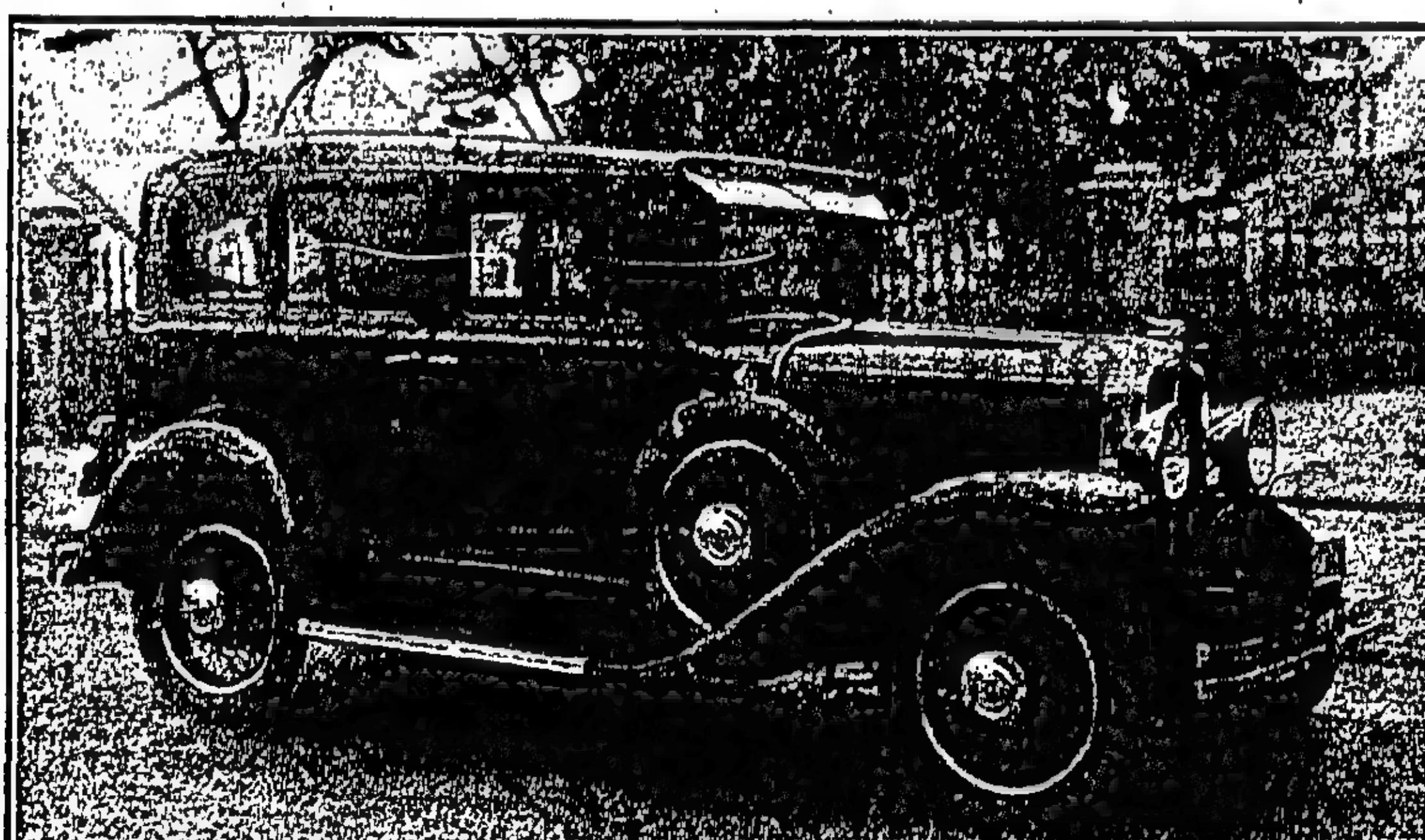
THE DRAGON MOTOR CAR COMPANY, LIMITED.

Telephone 30228.

33, WONG NEI CHUNG ROAD, HAPPY VALLEY.

WHEN BETTER AUTOMOBILES ARE BUILT...BUICK WILL BUILD THEM.

**DEPENDABLE Yes**  
for it has *inbuilt ruggedness*  
to pledge its long life.



Pontiac owners speak in glowing terms of the never-failing service their cars give, year after year. When they are touring—on distant trails far from help when they need extra power for tough hills, sticky mud or sandy stretches—when they need flashing acceleration to take advantage of openings in traffic, or a quick, smooth stop—Pontiac is faithful to their demands.

And one of the reasons for Pontiac's remarkable rise in popularity is because it gives this performance day after day. When less sturdily-built cars are beginning to get tired of working—Pontiac is alert and active—in its prime—ready to give a type of performance never believed possible at the price!

For the fundamental reason—look at Pontiac's design and construction. It's a big-car! But at lower cost to buy and maintain.

Such positive statements are worth investigating aren't they? Then why not let us show you the new Pontiac Big Six to-day.

## PONTIAC

Big Six  
Product of General Motor.

THE ORIENTAL MOTOR CAR COMPANY

203-9 HENNESSY ROAD

Telephone 20408.

## PRINCE'S NEW 'PLANE.

## AN ENCLOSED CABIN AND 100 M.P.H.

## SECOND PASSENGER.

The Prince of Wales has ordered for his own use a new type of aeroplane, which will allow him to take even more advantage of air transport for fulfilling his engagements.

The new aeroplane is a De Havilland Puss Moth. It is the first machine owned by the Prince which has a totally enclosed cabin, and he will be able to travel in it without changing into flying kit. Other advantages of special importance to the Prince are the large luggage space, the high cruising speed, the silence of the cabin, and the accommodation for a second passenger.

In his Puss Moth the Prince will be able to talk with his pilot without raising his voice higher than would be necessary in a railway train—and this, while cruising at 100 m.p.h., or about 10 m.p.h. faster than his old machine.

Another feature of the Prince's new aeroplane will be the air-brakes. The machine has such a high aerodynamic efficiency that it glides at an extremely small angle. Consequently, in order that it may be able to land in a small field, it is fitted with under-carriage strut fairings which can be twisted until they are flat against the relative airstream, thus checking the aeroplane's motion through the air and killing the flat glide.

Another modern development is the upside-down engine. The crankcase is on top and the cylinders hang from it. The result is that the nose of the aeroplane slopes downward and through the unobstructed glass windows an uninterrupted view of the whole countryside ahead and on either side is available.

Also, the upside-down engine has its exhaust pipe running underneath the machine instead of on a level with the occupants' ears. This assists in silencing.

The cabin has two doors, one on either side of the aeroplane, and the roof is of transparent material, so that there is plenty of light in the cabin. For ventilation the windows can be slid open.

## FRANCE'S POLICY DENOUNCED.

## CRITICISM OF NEW CHINA TREATY.

Paris, July 25. The new treaty governing the relations of French Indo-China and the Chinese Government, is sharply criticised by the *Echo de Paris*, which declares it threatens the stability of Indo-China, and hopes the French Parliament will not lightly ratify it.

The paper contends that to do so would only increase the serious difficulties facing France, and concludes: "The truth is that by his concessions to the detriment of Indo-China, the Foreign Minister is trying to effect a modification of the Nationalist policy at Nanking, which demands the abandonment of our concession at Shanghai, *et cetera*; but nothing will modify Nanking's demands, unless it be the fall of that Government. Moreover, as between Shanghai and Indo-China, it is absurd to decide in favour of Shanghai." —*Reuter*.

## DETECTIVE STORY TALKIE.

## TELEGRAPH" SERIAL AT THE CENTRAL THEATRE.

Many of our readers will be especially interested in the next change of programme at the Central Theatre, "The Canary Murder Case," as the *Telegraph* secured the local rights for this thrilling detective story by Philo Vance, and published it as a serial during the latter part of 1928.

At the time of its publication, it was stated that "The Canary Murder Case" was the best selling detective story of the year, and the fact that it has been selected by Paramount Pictures as an ideal play for the "talkies" further adds to the popularity of the author.

The first screening will take place on Tuesday, July 29th.

A jury at Carlisle Assizes awarded £850 damages to Mrs. Florence Edith Nixon together with £100 for her son and £50 for her daughter, against Mr. George Little, of Congress Garage, Carlisle, in respect of the death of her husband. Negligence was alleged against Mr. Little in relation to a motor-car accident which occurred on the night of December 23 to a car which he was driving from Penrith to Carlisle.

## BAD COOKING CAUSE OF DRINKING.

## ALCOHOL SOUGHT AS REMEDY FOR INDIGESTION.

Bad cooking as a cause of drinking was suggested by Mrs. C. H. Sewell, of Bristol, a member of the Western Temperance League Committee, when she gave evidence before the Licensing Commission.

"Very little pains are taken, especially by young married women, to make meals palatable and wholesome," Mrs. Sewell said, "and the indigestion which often results calls for something that will dull the discomfort. Alcohol is often that 'something.'"

Mrs. Sewell added that drinking appeared to be on the increase among women. Factory girls, unable to imitate the Society cocktail devotee, were taking rather kindly to cheap port.

£11 4s. Per Head.

Dr. Alfred Salter, M.P. for West Bermondsey, declared that the poorer the borough and the worse the social environment the greater was the expenditure on drink. After explaining that the borough he represented was the poorest in London, Dr. Salter went on:

"The people are spending far more on drink than they can afford. The amount paid for alcoholic drink in Bermondsey exceeds the amount spent on bread, milk, rent and rates all put together. In 1924-25, the total expenditure on alcoholic drink was £1,335,000. This represents £11 4s. per head compared with £7 4s. for the whole of Great Britain."

"A Disaster."

"We are faced with a grave problem in these closely packed districts of inner London," said Dr. Salter, "and I implore the Commission not to make any recommendations which would aggravate the problem by encouraging further drinking. Any extension of hours would be a disaster."

One hope for the future, said Dr. Salter, was that when the modern young man wanted a motor-bicycle, he bought it on the instalment system and did not spend the money on drink. When he was older, the young man of to-day would not, he thought, drift back into "the ways of his forebears."

## RAIL CRASH CAUSED BY COINCIDENCE.

## "THREE SEPARATE FAILURES" BY EMPLOYEES.

The Ministry of Transport's inquiry into the railway collision which occurred between Culgaith and Langwathby on the L.M.S. line on March 6, when the driver of one train and a passenger were killed and four others seriously injured, has been issued.

The collision occurred between a down passenger train from Hellifield to Carlisle and a ballast train stationary in Waste Bank tunnel.

Colonel A. C. Trench, who investigated the collision, states: "This accident was the result of the coincidence of three separate failures; if any one of these had not occurred the accident would have been avoided."

The three failures were: Driver Bowser and Fireman Stone disregarded the starting signal, at danger; Flagman Taylor picked up the protective detonators before returning to his train; and Guard Proudfit did not move his ballast train clear of the section before the passenger train was due.

"Some blame must be attributed, though in a lesser degree, to Signalman Wilman for consenting to an irregular and improper movement of the up distant signal, an arrangement which led to the misunderstanding by Guard Proudfit."

"The case reveals a regrettable laxity in the observance of various regulations, especially those concerned with the safety of ballast train operation."

Commenting on the shock absorbing buffers on the passenger train, Colonel A. C. Trench states that their action must have been of material value in reducing the results of the collision.

## EMPIRE OF JAPAN BAND.

## BROADCAST FROM MANILA THIS EVENING.

The Canadian Pacific Steamships, Ltd., have received a telegram from its Manila office regarding the band which has been engaged for the new luxury liner Empress of Japan.

This states that the band is sailing by the President McKinley on August 2nd for Hongkong, and that it has successfully broadcast for the Radio Corporation. The performance is being repeated from 6 to 7 p.m. to-day (Saturday) on long wave 435 and short wave 31 metres. It is suggested that local radio fans should listen for this broadcast.

## BLIND MAN IN A NEW WORLD.

## SIGHT AFTER THIRTY YEARS OF DARKNESS.

## SPECIALISTS FAIL.

A man whose sight has been almost miraculously restored to him after 31 years is looking upon a new world that is stranger and more wonderful than he had ever imagined.

He is Mr. J. F. Fish, a well-known New York business man, who, while on honeymoon in 1899, was struck by a falling tree, an injury blinding him by paralysing the optic nerves. For three decades specialists were engaged in vain attempts to restore his sight. Mr. Fish spending £10,000 in the quest.

## Wife Faints with Joy.

While sitting at home listening to his wife reading, vision suddenly returned to the lost eye. It was veiled, but sufficiently strong to enable him to recognise objects.

"A wonderful thing has happened, my dear," he exclaimed. "I can see you again."

Mrs. Fish was incredulous, but when her husband was able to identify objects in the room, she faints with joy.

"How different my wife seemed from what I had expected," said Mr. Fish, describing the new world he had discovered. "All these years I had retained the image of her as she was when a girl, but she's more beautiful to me now."

"Friends of a lifetime almost bewildered me, now I can see their faces. I feel like a visitor from another planet—all at sea. The only things in the world that remain the same are the flowers, the trees and the sky. Everything else startles me."

## Unrealised Perils.

"I was astonished not to find women wearing bustles, or men with side-whiskers, as they were when I lost my sight. I wondered what had happened to the little horse-cars that used to run on the streets. I'm appalled, when I see the height of the skyscrapers and watch the traffic tearing about, to realise that this is the perilous city I've been living in all these years."

"I knew about all these changes, of course, and discussed them, but never actually realised them till now."

Despite the handicap of lost sight, Mr. Fish has made a success as a teacher and business man. It is hoped that the restoration of his sight will be lasting.

The Pope gave audience to Cardinal Pacelli, Secretary of State, at the customary morning conference, and said: "We are informed that a section of the British and American Press is reporting us as a very sick man. Let this report go unrefuted, but should those newspapers insist, then please make it known that the Pope seldom worked so hard as at present. Work makes us feel as we feel after climbing mountains. The harder the climbs were the better, because we felt better afterwards. Work stimulates our energies and stimulates us to do more."

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## THE DOG LEFT IN THE CAR.

## PASSE-BY STRUCK BY BROKEN GLASS.

The suggestion that it was dangerous to passers-by to leave a dog unattended for any considerable time in a motor-car parked in a street was made during the hearing of a case in the King's Bench Division.

Mr. Oliver George Fardon, a draughtsman, of Vivian-road, Wembley, Middlesex, was suing Mr. and Mrs. S. Harcourt-Rivington, of Langham-street, W., for damages for personal injuries.

Mr. Fardon's case was that he was walking in Somerset-street, Oxford-street, W., in April last year when an Airedale in Mr. and Mrs. Rivington's car, which was parked near the kerb, smashed the glass panel. A splinter of the glass cut Mr. Fardon's left eye which had to be removed.

It was alleged that Mr. and Mrs. Harcourt-Rivington were negligent in leaving their dog unattended in the car for more than an hour.

Mr. and Mrs. Rivington denied negligence, and said that Mr. Fardon brought the injury on himself by testing the dog.

Mr. Fardon denied this.

Mr. Martin O'Connor appeared for Mr. Fardon, and Mr. T. Eales, K.C., and Mr. Wilfrid Bennett for Mr. and Mrs. Rivington.

## Docile Dog.

Mr. Eales for the defence, said that the dog was docile and used to being left alone in the car.

Mr. Harcourt-Rivington stated that he could not understand why his wife was joined as a defendant. The car and the dog were his. Since the accident the dog had mysteriously disappeared.

Mr. Justice Talbot dismissed

Mrs. Harcourt-Rivington from the action. He said, in his summing-up, that the chances of a similar accident happening again, were about a million to one.

The jury returned a verdict in favour of Mr. Fardon and awarded £2,000 damages. Judgment was entered accordingly, with costs against Mr. Harcourt-Rivington.

A stay of execution was refused.

## TO BE SOMEONE ELSE.

(Continued from Page 6.)

burg tells us. It was sunset time and Lincoln had his back to the sunset. And he met—another driver with a two-horse wagon.

Both knew, whoever turned out would be up to the hubs in mud, almost sure to get stuck in the mire. "Turn out," the stranger shouted. "Turn out yourself," called Abe. The other fellow refused. Then Abe, with his back to the sunset, began to rise from his seat in the wagon, rising and rising, his tall shape getting longer and longer against the setting sun, and saying, as his form lengthened, "If you don't turn out I'll tell you what I'll do."

The other shrieked, "Don't go any higher. I'll turn out." And after he had struggled through and passed Lincoln, he called back, "Say, what would you have done if I hadn't turned out?" Lincoln answered, "I'd have turned out myself."

A bit of good sense and self-endavour may prove the best means of conquest over this strange desire of everyman—R. M. B. in the *Christian Science Monitor*.

## The Very Idea!

Gentleman (to porter at railway station)—"Can I get any liquid refreshment here?" Porter—"No, sir, only tea and coffee."

The minister having for some reason failed to appear at the hour for service at a church in a Highland glen, one of the elders, a sheep farmer, entered the pulpit to conduct the service.

He got through the preliminary exercises without mishap, and then gave out the text—"I am the good shepherd." Three times he repeated the words, "I am the good shepherd," but could proceed no further.

"No, no, Donald, you better come down," said a member seated in a front pew; "you're just a common sheep like one of ourselves."

Caretaker (to absent-minded Professor)—"You've made a mistake, sir. Your lecture's for tomorrow night; though judgin' by the tickets we've sold, you might as well give it now!"

"Do you want a plumber, lady?" asked the man with the tools.

"Do I want a plumber? I wrote last April," exclaimed the lady in indignation.

"Wrong house, 'Arry. Party we're lookin' for wrote last March."

## Docile Dog.

Oliver Wendell Holmes once perpetrated an atrocious pun when asking Abraham Lincoln to respond to a toast at a small impromptu dinner.

All the gentlemen were in dress suits except the distinguished guest, whose first words were:—"I make the same plea, gentlemen, in extenuation of my dress as I do of that joke you have just heard: it is Holmes' pun."

"W'y, mate," said one navvy to another, "wot's that yer eaten—a bloomin' rollin' pin?"

"No, Bill," said the other, "it's a pie. The missus is away, so I made it myself."

"But w'y did yer make it so long?"

"Well, 'ow the devil else d'yer think I could get the rhubarb into it?"

## TO BE SOMEONE ELSE.

An English gentleman and his daughter were spending a holiday in the Macdonald country.

One day while out fishing they were caught in a sudden downpour of rain, whereupon the gentleman asked the gillie who accompanied them whether he could get a macintosh for his daughter.

After a few moments of profound consideration, the gillie replied—"Weel, sir, I'm no' very sure that I could get a Macintosh for her, but I think I could get a Macdonald."

A quixotic naval commander who so sympathised with a drummer-boy deserter that he took him for a holiday to his estates in Yorkshire, was bound over at Marylebone and ordered to pay 20 guineas costs.

Accused was George Bryan Palmer (45), of Independent means, and whose address was given as the United Services Club, Pall Mall.

A solicitor said that in 1928 a 14-year-old boy named Robert John Williams enlisted and was posted as a drummer to the King's Own Yorkshire Light Infantry. In May, 1929, he deserted, and in June, wearing a civilian suit, he met Mr. Palmer late one night in Edgware-road. Mr. Palmer next day saw the boy's parents in Wilkins-street, Clapham, and on being told the lad was a deserter he said he had plenty of money and would go to the War Office and try to buy the boy out.

## The Time of his Life.

He did go to the War Office, but next day he took the lad to Yorkshire for 10 days. Later the boy disappeared from London and was arrested at Brighton for larceny. Williams was bound over and was discharged from the Army.

Mr. C. Humphreys, counsel, defending, said Mr. Palmer realised that he had acted foolishly. He had been





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Terms very moderate.

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Hotel has a splendid aspect in one of the finest locations in Kowloon, away from noise, yet easily accessible.

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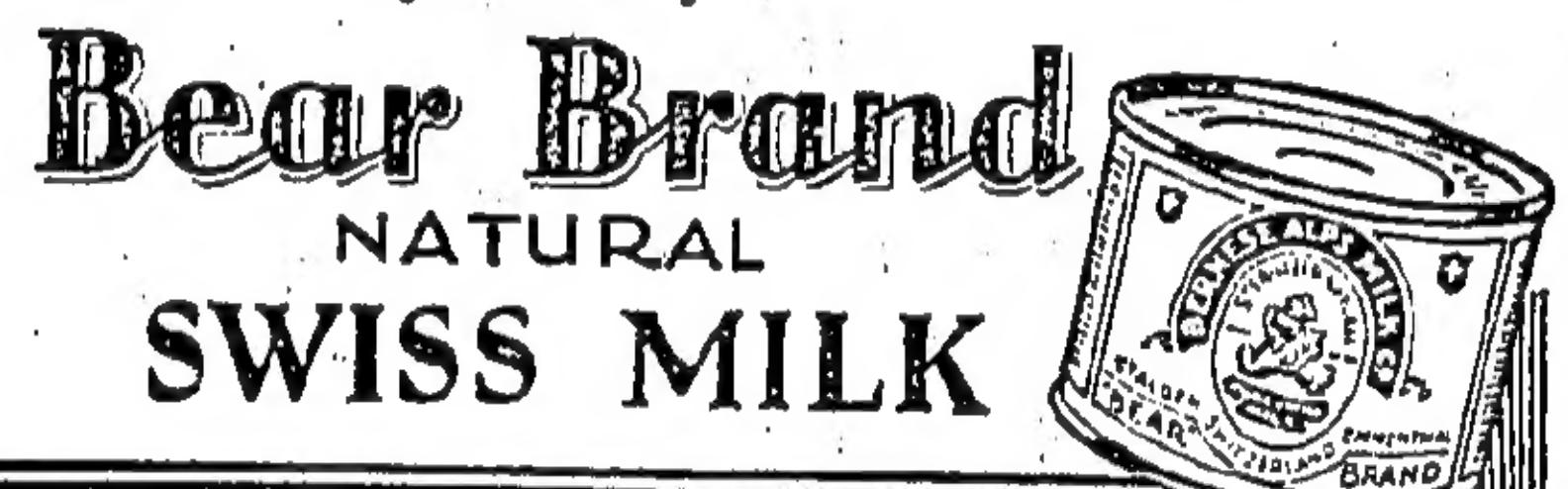
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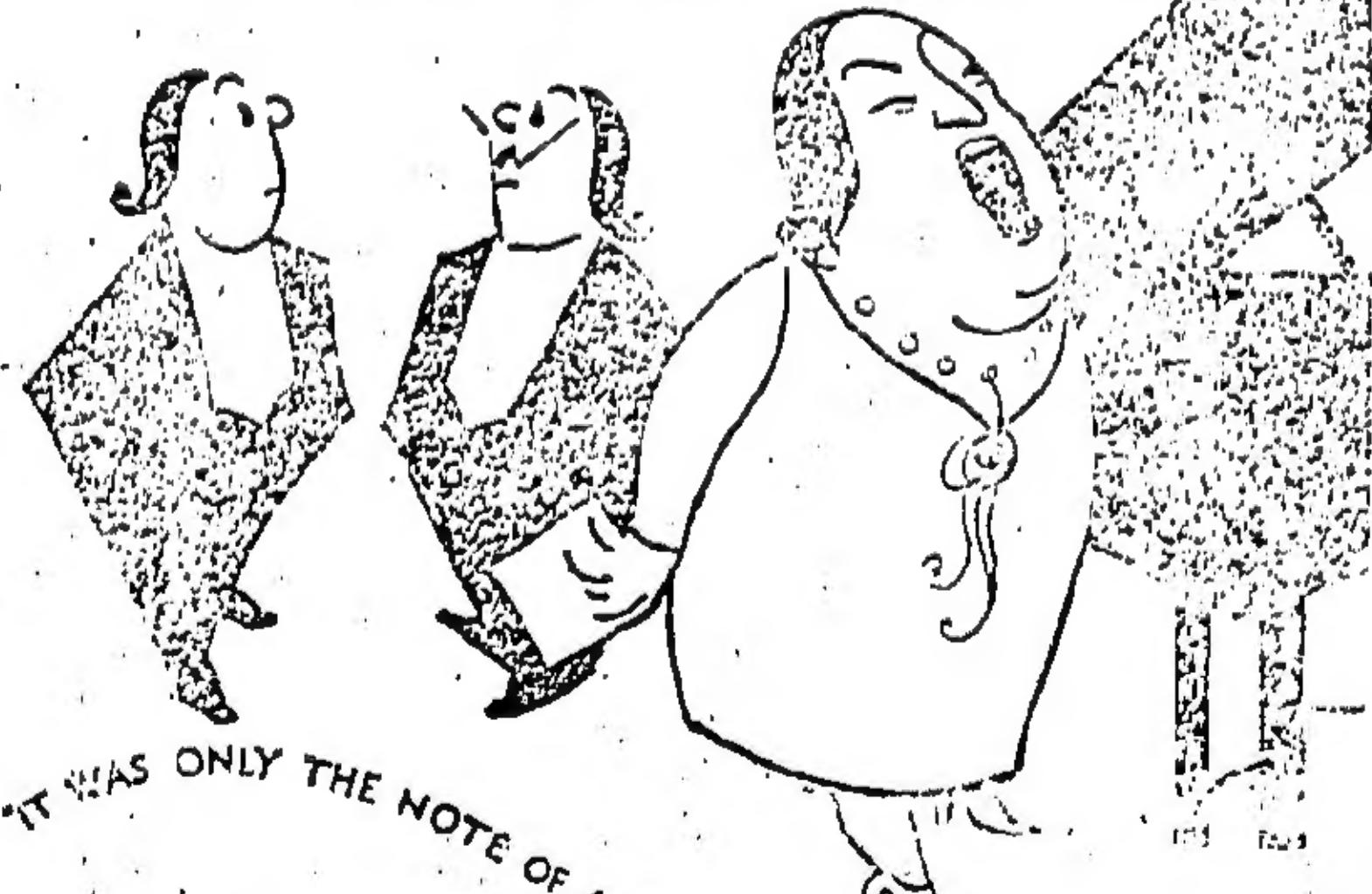
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## DANCING JUDITH

by  
CORALIE STANTON.and  
HEATH HOSKEN.

## BEGIN HERE TO-DAY.

Judith Grant, beautiful artist's model, shared her studio with Chummy, a girl who had recently deserted her seven years ago when her lover, Alan Steyne, abruptly disappeared.

Styne suddenly returns, but Chummy at first does not recognize him. She has, however, a vague memory of telling her that he has never really loved Chummy. Returning one day from posing for Vincent Sturaway, successful portrait painter, at the studio, she has around her the atmosphere of the rich financier Bruce Gideon. Judith discovers that Chummy's memory has suddenly returned. Steyne comes in, and Chummy takes it for granted that he is Vincent. Chummy takes Judith to marry him. Judith refuses; meanwhile Bruce Gideon lays close to her, and she promises to let him take her to dinner.

## CHAPTER X.

Judy said nothing to Chummy about her dinner with Bruce Gideon. She merely told her that she was dining out with a friend, and she came back quite early.

Chummy did not ask any questions. She was still too much unbalanced—poised, as it were, on a knife edge between memory and forgetfulness. She fully realized now that her mind had been a complete blank in some respects. It was most probable that Judy had friends of whom she had known nothing in the somnolent state of her brain.

There was something rather alarming that Judy had recognized Chummy. She did not for a moment realize that Judy had been seeing her lover, and had been going about with him quite frequently, without knowing who he was. His return, so far as Chummy was concerned, took place on the day when she came into her room in the Village and found him with Judy.

Judy had been obliged to warn everybody at the cafe about this. It was the most mysterious fact of Chummy's condition. The "handsome boy" whom she had met before her illness had evidently, in her reawakened mind, not the slightest connexion with Alan Steyne. And yet, when she had dreamed of him during her illness, it had been as he was now, and not as the pallid, half-starved failure who gave up the hopeless struggle, even though it's so old."

There was a silence, during which Judy heard her own heartbeats. "Darling Chummy," she said, "you're going to be the happiest girl in the world!"

"I am," answered Chummy in a low voice, and with a deep sigh.

The next evening Judy took Bruce Gideon to a dance at the Lemon Grove. She made him known to various friends. Neither Chummy, nor Alan Steyne was there. Gideon did not dance, but he encouraged Judy to dance with other men.

Bastien Dumont was a faultless dancer, and the rich man watched the pair gyrating, in perfect rhythm and harmony to the tunes of a wheezy but powerful phonograph between the yellow-washed walls of a large, disused garage, on which were painted rows of stiff lemon trees in full flower. The floor was excellent, the company heterogeneous. The refreshments were very poor and very high priced.

Judy wore black, and seemed to float like a little storm cloud among the multicoloured figures about her, drawn largely from the foreign residents in the Village.

"You love dancing, don't you?" asked Gideon, as he left the club with her, followed by the furious eyes of Dumont.

"I adore it," she replied. "And you dance like—well, I don't know what. My vocabulary fails me. Have you never thought of dancing on the stage?"

"I've done it—in a chorus; but I've never had a chance on my own. I'm too small, and I can't sing. And I've got no pull."

"I'll see to that," said Gideon in a businesslike tone. "I don't mean what you think. Dancers shouldn't sing. You shall have the best show in New York. I can arrange it. What do you say to that?"

Judy had nothing to say to Bruce Gideon's proposal just then.

To begin with, she was tired to death, and in some way the evening had jarred on her. The rich man was undoubtedly as much out of place at the Lemon Grove as he had been at the Cafe Turc. It was not his behaviour—it was himself. She felt that she was ungrateful, because he was very kind and obviously interested in everything around him. He was anxious to be on the friendliest terms, not only with herself, but with the little band of artists, and with Clara Jenkins and the other girls Judy knew.

"Judy, I shall do something—I know that!" she cried, flinging away her battered hat and throwing out her long, thin arms in a sweeping gesture of victory.

"Have you seen Mr. Steyne today?" asked Judy, all smiles of admiring devotion. "Of course, you'll be a great artist—the best of the lot!"

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	Kwaisang	Sun 3rd Aug at 10 a.m.
	Hopsang	Wed 6th Aug at 10 a.m.
TO SINGAPORE PENANG & CALCUTTA	Yuenyang	Tues 29th July at noon.
	Kumsang	Wed 6th Aug at 3 p.m.
	Huisang	Fri. 15th Aug at 3 p.m.
TO OSAKA via AMOY, SHANGHAI & KOBE	Suiyang	Sun. 27th July at 9 a.m.
TO OSAKA via AMOY, MOJI & KOBE	Kutsang	Tues. 19th Aug at 7 a.m.
TO SANDAKAN	Namsang	Tues. 5th Aug at 7 a.m.
TO TIENTSIN via SWATOW & FOOCHOW	Mausang	Thurs. 31st July at noon.
	Hinsang	Thurs. 14th Aug at noon.
	Cheongsing	Sun. 27th July at 7 a.m.
	Chipping	Tues. 5th Aug at 7 a.m.

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D'ARTAGNAN..... 12th Aug.

ANGER..... 26th Aug.

SPHINK..... 16th Sept.

G. METZINGER..... 30th Sept.

ANDRE LEBON..... 14th Oct.

POERTHOS..... 23rd Oct.

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LOCAL RADIO.

ATTRACTIVE WEEK-END PROGRAMMES.

To-day's radio programme to be broadcast by Z.B.W. on a wavelength of 355 metres:—  
7.00-9.00 p.m. European programme of Columbia records selected and supplied by Messrs. The Anderson Music Co.

The Variety Singers. (G1052). Painting The Clouds with Sunshine. Tip Toe Through the Tulips with Me. Layton and Johnston Duet. (G708). Concert Waltz in A. Witches Dance-From "Le VIII." B. B. C. Wireless Symphony Orchestra. (9114).

A Man of My Own. I Like to Do Things for You. Betty Bolton (Contralto). (DB126). The Shamrock-Irish Selection. H. M. Grenadier Guards. (9246). Mississippi Bubble. Nigger Town.

Vibrante Banjo Solo by Ernest Jones. (5683). The Thistle-Selection of Scottish Melodies. H. M. Grenadier Guards. (9012).

Just One Hour of Love. Believe Me. Irene Bordoni (Comedienne). (5736). Iolanthe-Vocal Gems. Columbia Light Opera Company. (DX17).

Stein Song. If I Were King. Harold Williams and Chorus. (DB118). Voyage in a Troopship. H. M. Grenadier Guards. (DX8). Madame Butterfly-Humming Song. La Gioconda-Pasta E Panc. La Scala Chorus of Milan. (4801).

Show of Shows-Selection. Royal Cinema Orchestra. (DX15).

Estrellita (star of love). From the Canebrake.

Albert Sammons (Violin Solo). (5682).

Light of Foot-March. With Sword and Lance-March. H. M. Grenadier Guards. (DB32).

William Tell Overture, Dawn and the Storm. H. M. Grenadier Guards. (5085).

William Tell Overture, the Calm and Final.

H. M. Grenadier Guards. (5059).

Twilight on the Waters, valse lente. The Piccanninny's Picnic.

J. H. Squire Celeste Octet. (DE2). Three Dances from Henry VIII.

1. Morris Dance.

2. Shepherd's Dance.

3. Torch Dance.

Bournemouth Municipal Orchestra. (5577).

Maritana Overture. Columbia Symphony Orchestra. (50071-D).

9.30 p.m. Dance programme.

Extra Waltz. My Flame of Love.

1. Foxtrot.

The Egg Song.

Just the Type for Me.

2. One-step.

I'll Never Ask for More.

When the World is at Rest.

3. Foxtrot.

Song of the Dawn.

It Happened in Monterey.

4. Waltz.

Eleanor.

Tendleyo.

5. Foxtrot.

Happy Days.

Kansas City Kitty.

6. One-step.

Ragamuffin Romeo.

I Like to Do Things for You.

10.30 p.m.

Blues.

High Society Blues.

Mediterranean Blues.

8. Foxtrot.

A Vagabond Song.

On the Sunny Side of the Street.

9. Waltz.

Another Kiss.

Because I'm Fond of You.

10. Blues.

The Lonesome Road.

How About Me.

Extras.

Putting on the Ritz

With You.

11. Foxtrot.

After You've Gone.

Nobody's Sweetheart.

11.45 p.m.

Waltz.

Forever.

Goodnight.

There will be an interval of two to three minutes between dances.

11.30 p.m. Close down.

Sunday's Programme.

To-morrow's radio programme to be broadcast by Z.B.W. on a wavelength of 355 metres:—

10.00-11.00 a.m. Church Service

relayed from St. Joseph's Church.

11.00-1.00 p.m. Chinese record programme.

1.30 p.m. Weather report.

9.00 p.m. Weather report, time

and news bulletin.

9.05-10.30 p.m. European pro-

10.30 p.m. Close down.

MEXICAN QUAKE.

INHABITANTS THROWN INTO A PANIC.

New York, July 25.

A message from Mexico City states that earthquake shocks occurred last night at Pinotepa, in the state of Oaxaca, preceded by subterranean rumblings and torrential rain.

The inhabitants rushed out of their houses in a panic.

There were no casualties.

Reuter's American Service.

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Leave	Leave	Leave	Leave	Arrive
Aug. 7	Aug. 10	Aug. 12	Aug. 14	Aug. 23
Aug. 20	Aug. 23	Aug. 26	Aug. 28	Sept. 6
Sept. 4	Sept. 7	Sept. 9	Sept. 11	Sept. 19
Sept. 17	Sept. 20	Sept. 23	Sept. 25	Oct. 4
Oct. 2	Oct. 5	Oct. 7	Oct. 9	Oct. 17
Oct. 15	Oct. 18	Oct. 21	Oct. 23	Nov. 1
Oct. 30	Oct. 2	Nov. 4	Nov. 6	Nov. 14
Nov. 12	Nov. 15	Nov. 18	Nov. 20	Nov. 29
Nov. 27	Dec. 2	Dec. 4	Dec. 12	Dec. 27
Dec. 10	Dec. 13	Dec. 16	Dec. 18	Jan. 8
Dec. 25	Dec. 28	Dec. 30	Jan. 1	Jan. 24
Jan. 7	Jan. 10	Jan. 13</		

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Shinyo Maru ..... Wednesday, 13th Aug.

SEATTLE, VICTORIA via Shanghai &amp; Japan Ports

Yokohama Maru ..... Tuesday, 5th Aug.

LONDON, MARSEILLES, ANTWERP &amp; ROTTERDAM via

Singapore, Penang, Colombo &amp; Suez.

Hakusan Maru ..... Saturday, 26th July.

Haruna Maru ..... Saturday, 9th Aug.

SYDNEY &amp; MELBOURNE via Manila &amp; Ports.

Kitano Maru ..... Tuesday, 19th Aug.

Atsuta Maru ..... Tuesday, 23rd Sept.

BOMBAY via Singapore, Panang &amp; Colombo.

Rangoon Maru ..... Monday, 28th July.

Tamba Maru ..... Monday, 11th Aug.

SOUTH AMERICA (WEST COAST) via Japan, Honolulu

Los Angeles, Mexico &amp; Panama.

Rakuyo Maru ..... Monday, 28th July.

SOUTH AMERICA (EAST COAST) via Singapore,

Capetown &amp; Ports.

Bingo Maru ..... Wednesday, 6th Aug.

NEW YORK, BOSTON via Panama.

Atago Maru ..... Saturday, 2nd Aug.

LIVERPOOL via Port Said, Constantinople,

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Yamagata Maru ..... Tuesday, 29th July.

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Atsuta Maru ..... Tuesday, 29th July.

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TO SHANGHAI, KOBE, YOKOHAMA &amp; VLADIVOSTOCK.

Motor Vessel "GLENFIELD" ..... 28th July.

Steamship "CARNARVONSHIRE" ..... 29th Aug.

Motor Vessel "GLENBEG" ..... 12th Sept.

Motor Vessel "GLENLUCE" ..... 29th Sept.

Steamship "PEMBROKESHIRE" ..... 10th Oct.

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## THE VOLUNTEERS.

## ORDERS FOR THE COMING WEEK.

No. 30/30. Hongkong Volunteer Defence Corps Orders, by Major H. B. Dowbiggin, Commanding Hongkong Volunteer Defence Corps—  
Hongkong, July 25.

Parades.

(a) Corps Band. Until further orders the Corps Band will parade twice a week at Headquarters, namely on Mondays and Thursdays at 6 p.m. (repeated).  
(b) Battery. There will be a lecture on Thursday, July 31st at 5.30 p.m. at Headquarters by Major C. T. Bayham, D.S.O., R.A.  
(c) Engineer Company. The RE rifle meeting, which was postponed on the 20th, will take place on Sunday, 27th July. All members of the Engineer Company have been informed individually to this effect. Members are reminded that a miniature range shoot takes place every Monday at 5.30 p.m.  
(d) Corps Signals. The Signal Class will parade at Corps Headquarters at 5.30 p.m. on Thursday, 31st July.  
(e) Machine Gun Troop. Parade on Thursday, 31st July at 5.30 p.m. at Causeway Bay Stables.  
(f) Armoured Car Company. Car Section. The following will parade at Kowloon Railway Station at 5.30 p.m. on Friday, 1st August for driving instruction on No. 2 Armoured Car.

Sergt. E. D. Labrousse  
L/Cpl. J. S. Flegg  
Pte. E. J. Spradbury  
Pte. A. G. Clarke.

All other ranks will parade at Headquarters at 5.15 p.m. for instruction on No. 1 Car under Cpl. A. Nissim.

Motor Cycle Section. Parade at Headquarters 5.30 p.m. Friday, 1st August for instructional ride and dismounted action en route. (Weather permitting). Should weather condition be adverse, machine gun instruction will be held.

(g) Machine Gun Company. N. C. O's Classes will be held on Tuesday, 29th July (lecture) and Friday, 1st August at Headquarters at 6.30 p.m. Dress-Mus.

Rifle Club. The next Inter-section shoot will be held at the Peak Range on Sunday, August 10th at 9.30 a.m. Range Officer—2/Lieut. E. G. Stewart.

Parade Attendances.

O's. C. Companies etc. are reminded that the compilation of the Corps Parade Attendance Roll is, through the rendition of their returns, their own responsibility.

They are requested, to check, as soon as possible, their Company, etc. Attendance Registers, with the Corps Register, to ensure that all attendees have been recorded. This can be done at any time on application to the Registration Clerk, in the absence of the Adjutant and the Corps Sergeant-Major.

Leave.

No. 458 Sergt.-Major R. H. G. Charles, Machine Gun Troop, from 20.7.30 to 31.8.30.

No. 1642 Pte. Stephen Balfour, Machine Gun Troop from 19.7.30 to 19.9.30.

Struck Off.

Having completed 3 years' service No. 635 Pte. J. Wald, Scottish Company, from 15.7.30.

Firing Point Registers.

The use of the old Register of scores made on Miniature Range will be discontinued forthwith; in future a supply of proper Firing Point Registers will be kept in the Miniature Range, and will be used whenever firing takes place, and forwarded to the Adjutant on completion of the

## NEW APARTMENTS AT CAUSEWAY BAY.

## A RESIDENTIAL DISTRICT BEING DEVELOPED.

There has been a marked change in the Causeway Bay district, where the hillside is gradually undergoing development as a number of sites are being prepared for residential flats.

The district is greatly favoured by investment concerns in view of the crowded state of the Happy Valley district and of the desirability of the Causeway Bay locality serving as an outlet for this congestion.

The latest scheme, by the Sincere Company, has to do with the construction of two extensive blocks of flats along the sloping road leading to the "Dragon terraces". These houses, which will have four flats each, are of reinforced concrete throughout, and have been designed to meet the needs of families of moderate means. Most of the apartments will have three rooms each, in addition to a *de luxe* bathroom, complete with such modern conveniences as slipper-bath, washstand and water-closet. They constitute a new type of modern apartments rapidly coming into popularity.

Construction is well in hand, and it is expected that the buildings will be ready for occupation by the beginning of September.

Mesars. Hall and Hall, of Kayamally Buildings, are the architects.

Practices (repeated).

## Equipment Register.

All Members who have not yet signed the new Equipment Register in the Corps Store, will please do so as soon as possible. (repeated).

(Sgt. W. H. G. Gunter, Captain, Adjutant, H. K. V. D. C.

## NOTICES.

Promenade Concert Committee. The undermentioned Committee will meet at Headquarters on Tuesday, 29th July at 6.30 p.m. sharp:—Captain E. J. R. Mitchell (Chairman), Captain A. M. Thornhill (Bar Convenor), Captain R. R. Davies (Musical Programme), 2/Lieut. D. L. Strellett (Band President), R. S. M. H. West, D. C. M. (Ground & Lighting).

Sergeants' Mess Committee Meeting. There will be a meeting of the above committee at Headquarters on Thursday, 31st July at 6 p.m.

## CONSIGNEES' NOTICE.

## THE BEN LINE STEAMERS, LIMITED.

From LEITH, MIDDLESBROUGH, ANTWERP, LONDON and STRAITS.

The Steamship, "BENVENUE".

Consignees of Cargo are hereby informed that all Goods are being landed, at their risk into the hazardous and/or extra hazardous Godowns of The Hongkong and Kowloon Wharf and Godown Co., Ltd, whence and/or from the wharves delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 1st August, 1930 will be subject to rent.

All claims against the steamer must be presented to the Undersigned on or before the 15th August, 1930 or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 31st July, 1930 at 10 a.m. by Messrs. Goddard and Douglas.

No Fire Insurance has been effected. Bills of Lading will be countersigned by GIBB, LIVINGSTON & CO., LTD. Agents.

Hongkong, 25, July, 1930.

## OCEAN STEAM SHIP CO., LTD.

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are hereby notified that their cargo will be discharged into Holt's Wharf Kowloon, where it will lie at Consignees' risk and subject to terms and conditions of storage at Holt's Wharf. The cargo will be ready for delivery from Godown on and after 25th July.

Optional cargo will not be landed here, unless notice has been given prior to steamer's arrival but carried from port to port to the final port of call to which the option extends.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and noon within the free storage period.

No claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 31st July, will be subject to rent.

All claims against the Steamer must be presented to the Undersigned on or before the 14th August, or they will not be recognised.

No Fire Insurance will be effected. BUTTERFIELD & SWIRE, Agents.

Hongkong, 25th July, 1930.

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Hongkong.

## DERBYSHIRE BEAT SURREY.

(Continued from Page 1.)  
batted first and made 147, Freeman taking six for 80. The game ended with Kent's score at 207 for nine, White having taken seven for 81.

Lancs. v. Essex.  
Lancashire declared their first innings at 261 for eight and attempted to force the issue after Essex had been dismissed for 189. Hopwood was in fine form and took five Essex wickets for 18 runs. Going in again Lancashire contented themselves with making 68 for one wicket and then declaring again. The bold policy failed, however, Essex making 68 for the loss of no wickets before play ended.

Middlesex v. Warwick.  
Hulme carried his bat for 117 for Middlesex when the team was dismissed for 338. Paine taking 5 for 98. Warwick only made 179 and they had to follow on, making 37 for the loss of two wickets in the second innings.

Leicester v. Glamorgan.  
There was no play at all at Leicester on Wednesday and Thursday. To-day Glamorgan went in to bat and made 137. Astill taking four for 34. Leicester made 137 for six wickets before play came to an end.—Reuter.

To-day's Matches.  
The following matches are starting to-day:

Surrey v. Kent at the Oval.  
Essex v. Derbyshire at Leyton.

Leicester v. Gloucester at Ashby-de-la-Zouch.  
Notts. v. Middlesex at Nottingham.

Yorkshire v. Warwick at Sheffield.

Hampshire v. Lancashire at Bournemouth.  
Somerset v. Sussex at Bath.

Glamorgan v. Worcester at Cardiff.

## MORE SEDITION IN INDO-CHINA.

### A NEW SECRET SOCIETY DISCOVERED.

A new organisation which has arisen from the ashes of the old, aiming at the overthrow of the Government by such violent methods as characterised the last attempt, has been discovered by the agents of the administration of Indo-China.

The "Courrier Saigonais," a French journal, last week gave prominence to the fresh disclosure of revolutionary activities, stating, *inter alia*:—We have already announced that the Surete Service recently discovered the existence in the province of Bac-Giang, (Tonkin) of a new secret association. It comprises for the most part members of the former Nationalist Party, now dissolved in consequence of the condemnation and execution of the principal chiefs.

"Members of the new group have been arrested at Bac-Giang, where they had reunited to foment fresh troubles. Eleven arrests were effected, of whom seven have been sent to Hanoi and put at the disposition of the Political Tribunal."

### RUBBER RESTRICTION SCHEME.

### PROPOSALS RECEIVE WIDE SUPPORT.

London, July 25.  
The recommendation of the Anglo-Dutch Linison Committee have been adopted by the Council of the Rubber Growers' Association and the majority of the representatives of the Dutch and other Continental producers.—Reuter.

### EARTHQUAKE IN NEW ZEALAND.

### NO DAMAGE CAUSED BY SHOCK.

Wellington, July 25.  
A sharp earthquake, lasting a minute, was felt at Westport and also in a lesser degree in Wellington.

No damage was, however, done.—Reuter.

### SCOTTISH AMATEUR GOLF.

### GREIG AND WALLACE FOR THE FINAL.

London, July 25.  
At Carnoustie, in the semi-finals of the Scottish Amateur Golf Championship, over eighteen holes, K. Greig (St. Andrews) beat J. Hosie (Caledonia) by 2 and 1; whilst J. Wallace (Troon Portland) beat J. McConchie (Hilton Park) by 5 and 4.—Reuter.

## CURIOS ACTIONS OF SALTS.

### WELL-KNOWN FRENCH SPA WATERS ANALYSED.

Recent experiments carried out by Professor Willaret and his pupils show that the waters of Chatelet-Guyon, a French spa situated in Auvergne considerably increase the vitality of the contractile fibres of the heart and the intestines, and may even maintain it for some time after those viscera have been removed from the organism.

A segment of a rabbit's intestine, if immersed in this life-giving fluid, remains sensitive to an electrical current for more than forty-eight hours. If its contractility be paralysed by an appropriate drug, or again, if the organ be contracted by a spasm-producing substance, its normal contractility may be restored to it by immersing it in Chatelet-Guyon water, which is thus seen both to revivify intestines lacking in tone and to relieve those suffering from spasmodic contraction.

These noteworthy properties of the Chatelet-Guyon waters are due, more particularly, to their rich contents in chloride of magnesium, though that salt is not to be found in them in a state of mere dissolution. It has been shown, indeed, that the constituent elements of the chemical compounds mineralising natural waters are constantly being combined anew: And this "nascent" condition of a salt is attended by active properties such as no artificial preparation will ever reproduce.

It is quite recently that Professor Dubet called attention to the action of the salts of magnesium, which he claims the human organism cannot do without, whereas our all too artificial modern diet has deprived it completely of those elements.

In the opinion of that scientist, magnesium-chloride stimulates the vital energy of all our organs, practically rejuvenating the whole system, not only by stimulating the functions of the cells, but by actually setting them to rights when they are impaired.

### TEST MATCH SCORE.

(Continued from Page 1.)

### A Stand Made.

With Kippax batting nicely and with Fairfax at the other end now the rot stopped for a while and the next wicket did not fall until the score had been taken to 239.

Kippax was the sixth man out. He was caught by Chapman off Nichols' bowling. He cocked up a high kick to backward point and the captain made no mistake.

He had played a courageous innings but he had as many lives as a cat. Oldfield was also sent back before play ended for the day, being clean bowled by a snorter from Nichols.

Grimmett and Fairfax maintained a skillful defence until play ended for the day, and had no difficulty in playing out time. Peebles took two of the Australian wickets for 115, his length and break deteriorating. Hammond took two for 18. Nichols, who took two for 20, was unlucky but he maintained a beautiful length. In the earlier part of the day Peebles had turned admirably and seemed to give Woodfull a great deal of trouble.—Reuter.

"Members of the new group have been arrested at Bac-Giang, where they had reunited to foment fresh troubles. Eleven arrests were effected, of whom seven have been sent to Hanoi and put at the disposition of the Political Tribunal."

### PROBLEMS BREWING IN EGYPT.

### A BIG NON-CO-OPERATION MOVEMENT TO START.

Cairo, July 25.

Following King Fuad's virtual refusal to convene a special session of Parliament, the Wafidists held a "parliament" in the Saadist Club under the presidency of Abd el Fahmy, Vice-President of the Chamber. It adopted a motion of non-confidence in the Government.

At the conclusion of the meeting, Nahas Pasha declared that a non-co-operation movement, with non-payment of taxes, would start immediately.—Reuter.

The following Police changes have been approved: Inspector Lane, from Home leave, to Officer in Charge at Hunghom Police Station; Inspector Shaftain, from Arms Licensing Office to Central Police Station; Sub-Inspector Ellis, from Shaukiwan Police Station, to Arms Licensing Office; Sub-Inspector Stimson, from O.C. Hunghom Police Station, to Shaukiwan Police Station; Lance-Sergeant Madgwick, from Lok Ma Chau Police Station, to Water Police Station; Lance-Sergeant Brittain, from Central Magistracy, to Lok Ma Chau Police Station.

## ITALIAN QUAKE CASUALTIES.

(Continued from Page 1.)

ly they are guarding other ruined towns in the stricken region such as Aquilona, Lacedonia and Ariano.—Reuter.

### FURTHER CASUALTIES.

Avelino, July 25.  
It is now reported that 2,573 people were killed and 1,315 injured in the earthquake of Avellino alone.—Reuter.

### AMERICAN SYMPATHY.

New York, July 25.  
The Italian Embassy has been flooded by telegrams of sympathy from all over the United States offering help for the victims of the earthquake. The Ambassador has been instructed to decline all offers with thanks, as his Government is meeting the situation adequately.—Reuter's American Service.

### MUCH DAMAGE DONE.

Treviso, July 25.  
Twenty-seven persons were killed and hundreds injured, while a number of buildings were wrecked, in the cyclone mentioned earlier.

Villages in the neighbourhood were severely damaged.

Relief work is most difficult owing to the interruption of communications.—Reuter.

### ALLEGED EXAGGERATION.

We have received the following communiqué from the Consulate General for Italy in Hongkong:

"On the ground of official communications received from his Government, the Royal Italian Consul General in Hongkong stated that the news appearing in foreign newspapers, about the death roll and the extent of damage provoked by the recent earthquake in Southern Italy, is almost all exaggerated; and that the Royal Italian Government has taken under its care all the necessary relief works."

### FINANCE BILL VOTE IN COMMONS.

### COMFORTABLE MAJORITY FOR GOVERNMENT.

London, July 25.  
The House of Commons to-day passed the third reading of the Finance Bill by 223 votes to 185. Last month there was considerable wrangling in the House of Commons over two clauses of the Bill when the Opposition strenuously opposed a clause substituting for an old statutory minute, a statutory provision under which the representatives of foreign Governments would be exempted from income-tax, but the concession does not apply to British employees.

The clause was eventually adopted and the Bill made ready for the further consideration which took place to-day.—Reuter.

### WEAPONS BANNED IN GERMANY.

### PENALTY FOR ARMS TAKEN TO MEETINGS.

Berlin, July 25.  
A decree has been issued prohibiting, under penalty of a year's imprisonment, the possession of "cut and thrust" weapons without a permit, while persons attending political meetings with such weapons are liable to a minimum sentence of three months' imprisonment.

The decree is in connexion with the general election campaign which is now proceeding on exceedingly bitter lines, clashes between the partisans of the Extremist groups, particularly the Communists and National Socialists, being of almost daily occurrence.—Reuter.

### R.100 AGAIN ON FLIGHT.

### TO LEAVE FOR CANADA VERY SHORTLY.

London, July 25.  
The airship R.100 left her base at Cardington to-night on an extended flight and will probably proceed, via Birmingham, Derby and the Bristol Channel, to the English Channel. It is expected that she will fly over London tomorrow evening before returning to Cardington. Weather maps are to be transmitted to the airship during the night from Cardington.

The airship's next flight will probably be to Canada, in a few days' time.—British Wireless.

## WILLIAM FOX PRESENTS GEORGE JESSEL in ALL TALKING MOVIE DRAMA

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At 2.30, 5.10, 7.15 & 9.20

THE WIDEST RANGE OF PICTURES  
IN THE EAST ARE SHOWN AT  
THE QUEEN'S THEATRE.

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with MARGARET MANN, EARLE FOX,  
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AT THE  
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FINAL SHOWINGS TO-DAY  
At 2.30 & 7.15 Interpreter  
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with  
WILLIAM BOYD  
JETTA GOUDAL  
LUPE VELEZ

GEORGE  
FAWCETT  
and  
ALBERT  
CONTI



AT THE  
STAR

Final Showings To-day  
At 2.30, 5.30 & 9.20